COMMERCE
General Plan

General Plan
COMMERCE

COMMERCE GENERAL PLAN

Adopted by the
Commerce City Council
on September 8, 1987

RESOLUTION NO. 87-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMMERCE APPROVING AND ADOPTING THE DRAFT GENERAL PLAN, THE DRAFT IMPLEMENTATION PLAN, AND CERTIFICATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT RELATING THERETO

THE CITY COUNCIL OF THE CITY OF COMMERCE DOES RESOLVE THE FOLLOWING:

Section 1. That the City Council instructed the Planning Commission and Staff to review and recommend changes to the existing General Plan.

Section 2. That the review has been completed.

Section 3. That the Draft General Plan incorporates such changes as necessary to comply with State Law and to meet current and future needs of the City.

Section 4. That the Draft General Plan, identifies current issues; collects and analyzes pertinent information in technical appendices; sets goals and objectives; establishes policies; and details action programs in the Draft Implementation Plan, herein incorporated as a part of the Draft General Plan.

Section 5. That public and governmental input and coordination and review of the Draft General Plan review met and exceeded state mandated requirements, involving advisory committees, local, regional and state governments, civic, educational, professional and other organizations, and Commerce citizens generally.

Section 6. That community participation was encouraged and enhanced through media publicity, through direct mailings to all property owners, residents, and businesses in the City, through six informative community/neighborhood public meetings, and through two properly advertised Public Hearings before the Planning Commission, and one before the City Council, all of which presented and afforded interested parties the opportunity to respond to issues, objectives, goals and policies.

Section 7. That the Draft General Plan is sensitive and responsive to the needs of the Commerce community, and is an effective guide for future development.

Section 8. That the City Council has received the Environmental Impact Report (EIR); that the Council has found the EIR adequate; that the Council found the EIR was completed in compliance with provisions of and guidelines for the California Environmental Quality Act (CEQA); and that the Council has reviewed and considered the information contained within the EIR prior to reaching the decision to approve and adopt the Draft General Plan and Draft Implementation Plan.

Section 9. The Environmental Impact Report is hereby approved and certified.

Section 10. There is hereby approved and adopted as the General Plan of the City of Commerce that certain volume entitled "Commerce General Plan -- May 1987", hereinabove referred to as the Draft General Plan, including the Draft Implementation Plan. The foregoing document is hereby made a part of this resolution by this reference and the Mayor or Mayor Pro Tempore and City Clerk are directed to certify that said General Plan is the true and correct General Plan as adopted by the City Council of the City of Commerce.

Section 11. The City Council designates itself as the official agency provided for in Goverment Code Section 65401 to receive the list of proposed public works and to classify recommendations for public works and to prepare a coordinated program of proposed public works for each fiscal year. Such coordinated program shall be submitted to the Planning Commission for review and report back to the City Council as to conformity with the adopted General Plan or part thereof.

Section 12. The Planning Commission is designated as the planning agency having jurisdiction under Government Code Section 65402 to pass on the conformity with the adopted General Plan the location, purpose and extent of the acquisition of [illegible] property, the disposal of real property, or the authorization [illegible] construction, or both, of a public building or structure within the City.

Section 13. That the City Clerk shall certify the adoption of this Resolution, and forward a copy to the Secretary of the Planning Commission.

PASSED AND ADOPTED this 8th day of September, 1987.

AYES: Councilmembers: Cornejo, Dimas, Marquez, Mayor Pro Tempore Aldaco, Mayor Guerra

NOES: Councilmembers: None

Michael V. Guerra
Dr. Michael V. Guerra, Mayor

ATTEST:

Linda Kay Finckbone
Linda Kay Finckbone, City Clerk

RESOLUTION NO. 87-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COMMERCE RECOMMENDING APPROVAL OF THE DRAFT GENERAL PLAN, THE DRAFT IMPLEMENTATION PLAN AND RECOMMENDING CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT RELATING THERETO

THE PLANNING COMMISSION OF THE CITY OF COMMERCE DOES RESOLVE THE FOLLOWING:

Section 1. That the City Council instructed the Planning Commission and Staff to review and recommend changes to the existing General Plan;

Section 2. That the review has been completed;

Section 3. That the Draft General Plan incorporates such changes as necessary to comply with State Law and to meet current and future needs of the City;

Section 4. That the Draft General Plan identifies current issues; collects and analyzes pertinent information in technical appendices; sets goals and objectives; establishes policies; and details action programs in the Draft Implementation Plan;

Section 5. That public and governmental input and coordination and review of the Draft General Plan review met and exceeded state mandated requirements, involving advisory committees, local, regional and state governments, civic, educational, professional and other organizations, and Commerce citizens generally;

Section 6. That community participation was encouraged and enhanced through media publicity, through direct mailings to all property owners in the City, through four informative community/neighborhood meetings, and through two properly advertised Public Hearings before the Planning Commission, all of which presented and afforded interested parties the opportunity to respond to issues, objectives, goals and policies;

Section 7. That the Draft General Plan is sensitive and responsive to the needs of the Commerce community, and is an effective guide for future development;

Section 8. That the Planning Commission finds compliance with provisions of and guidelines for the California Environmental Quailty Act (CEQA) by the preperation of a Draft Environmental Impact Report;

Section 9. That the Planning Commission transmits to the City Council the Draft General Plan, the Draft Implementation Plan, and the Draft Environmental Impact Report, and recommends the adoption of the the Draft Implementation Plan and the Draft General Plan, as amended, and Certification of the Draft Environmental Impact Report;

Section 10. That the Secretary of the Planning Commission shall certify the adoption of this Resolution, and forward a copy to the City Council.

PASSED AND APPROVED this 7th day of July, 1987.

AYES: COMMISSIONERS CADENAS, LONG, LOYA, MENDOZA, ORTEGA, VICE-CHAIRPERSON WUNDERLICH, CHAIRPERSON BATRES

NOES: NONE

Ruben Batres, Chairperson
Commerce Planning Commission

ATTEST:

Robert Zarrilli, Secretary
Commerce Planning Commission

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INTRODUCTION

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PLANNING FOR THE FUTURE

The City of Commerce is a unique City in many respects. Industry and commerce in the City have undergone a major transformation in recent years due to public/private partnerships and cooperation. Decaying industrial plants that were remnants of the earlier industrialization of the Los Angeles region have been replaced by gleaming offices, administrative centers and manufacturing plants that exhibit innovative designs outside and state-of-the-art manufacturing processes inside. Modern, attractive business and industrial parks now dominate the City-scape, replacing obsolete infrastructure from past decades.

Change has not been restricted to the industrial and commercial areas of the City. The residential neighborhoods have experienced many changes in recent years as well. The people are committed to the notion that all persons must have access to safe, decent, and affordable housing. The elected and appointed officials and the City staff have embraced this mandate using innovative strategies that provide for housing rehabilitation, affordable new housing for the elderly and lower income groups, and new homes for the next generation of Commerce residents.

Commerce was completely developed when the City incorporated in 1960. The majority of the development consisted of heavy industry which covered just over 60 percent of the City's land area. Residential development was and continues to be concentrated in five distinct neighborhood areas. Both subtle and significant land use changes have occurred in the City due to a combination of general economic conditions and Redevelopment Agency activity. The City has been transformed from a heavy, labor-intensive industrial hub to a major center with a mix of manufacturing, warehousing, and distribution activities.

The renaissance in the industrial sector has had reciprocal positive impacts on Commerce's residential, commercial, and public facilities development. Redevelopment activity has contributed to a gradual improvement in living

conditions for low and moderate income households. Commercial redevelopment is beginning to provide residents with needed retail development and commercial services. Park facilities and public services are being provided at levels far exceeding those available in other communities.

Commerce will continue to respond to regional needs for industrial, office and commercial space and residential housing. As the greater Los Angeles area continues to grow, land recycling and property redevelopment within the next 15 to 20 years will reinforce Commerce's position as a major warehousing/distribution/manufacturing center, as well as an affordable, pleasant place to live.

For the most part, this General Plan will guide the City of Commerce into the 21st century. The Plan emphasizes the continuation of past efforts that have been so successful in making the City of Commerce a nice place both to live and work.

THE PURPOSE OF THE GENERAL PLAN

The Commerce General Plan may be considered the blueprint for long-range physical planning of the City. The Plan contains stated community goals and policies designed to shape the long term development of the City's environmental, social and economic resources. Public and private decision makers may use the Plan to identify the needs and desires of the community and to act in response to those stated needs.

State law requires every city and county to prepare and adopt a comprehensive or general plan to document its decisions concerning the future of the community. The plan must consist of an integrated and internally consistent set of comprehensive goals, policies and implementation measures addressing seven issue areas: land use, circulation, housing, noise, safety, conservation and open space. In addition, the plan may address other issues of concern to a community. State law permits the required issue areas, or elements, to be combined with each other and with any optional elements as long as the content requirements of the individual seven required elements are met.

The Commerce General Plan contains six elements which meet State requirements for the seven mandatory issue areas. These elements are: Land Use, Housing, Circulation, Public Safety, Resource Management and Noise.

Although many general plans focus on land use planning issues, the other required issues also benefit from long range planning efforts. In the Commerce General Plan, all six elements thoroughly address planning issues. Throughout the document, the relationship of the other elements to the Land Use Element is constantly examined. This structure ensures compliance with State law regarding general plan consistency. Moreover, it establishes a comprehensive, integrated document which can improve coordination of community development activities among all units of government.

The plan must be an internally consistent document which provides a comprehensive data base and set of projections for all parts of the plan. Therefore, it may be anticipated that the Plan will require periodic review and possible amendment to ensure that the information presented is timely and relevant.

Planning case law has placed the general plan atop the hierarchy of local government law regulating land use. Consequently, law mandates consistency between the general plan and all other land use plans. Zoning ordinances, specific plans, redevelopment plans and individual project plan proposals must also be consistent with the goals, policies and standards contained in the general plan. Moreover, all capital improvements and public works projects must be consistent with the general plan. These relationships emphasize the importance of the general plan in land use planning.

The public plays an important role in both the preparation and implementation phases of the general plan. Because the general plan reflects community goals and objectives, citizens must be involved with issues identification and goal formulation. In fact, State law specifies that various civic, professional and other organizations as well as individual citizens should be consulted during the plan preparation stage. Additional public involvement is encouraged through the public hearing process.

Citizen groups and citizens actively participated in preparation of the Commerce General Plan through a series of General Plan Advisory Group meetings and a general plan questionnaire. Additionally, many citizens and representatives from the business community attended general plan public study sessions and public hearings. This document represents a clear identification of community goals and policies as expressed by the City's civic and professional groups.

The General Plan Advisory Group (GPAG) was instrumental in identifying the issues to be addressed in the Plan and in drafting goals and policies and the General Plan Land Use Map. The

nine GPAG members were chosen from several City committees and commissions; therefore, a cross section of knowledge and concern surfaced from the GPAG meetings. The meetings resulted in The Commerce General Plan Update Issues and Opportunities, Preliminary Goals and Policies Report which was presented to the City Planning Commission and City Council.

To a lesser degree, the Commerce General Plan Questionnaire contributed to plan preparation. In July of 1986, City staff distributed a one-page questionnaire, printed in both English and Spanish, to all households. Those questionnaires returned highlighted additional concerns and needs that were considered in the planning process.

In order to encourage business population participation in the general plan process, the Department of Community Development prepared informative articles for publication in the weekly City newspaper.

ORGANIZATION OF THE GENERAL PLAN

The Commerce General Plan consists of three separate documents which together satisfy the content requirements of State general plan law. These documents are: 1) the General Plan text, containing the individual elements; 2) the accompanying Technical Report; and 3) the Implementation Plan.

The six general plan elements and the Land Use Policy Map clearly state the community's goals and policies for the long term development of the City. Each element is comprised of three sections. The first section presents a brief analysis of element issue areas. Section two summarizes the goals and policies relevant to each issue, and the actual listing of goals and policies is presented in the concluding section.

The element technical reports include background data necessary for issues identification and plan preparation. The background information is temporal and will become outdated as conditions change. This information has been separated from the general plan to facilitate periodic updating. Because the Technical Report is not incorporated into the general plan policy document, updating the Technical Report will not require a general plan amendment, although it may lead to subsequent plan amendments.

Similarly, the Implementation Plan may be revised independent of a plan amendment. Over time, general plan policies may be implemented and implementation strategies may change. Therefore, it is desirable to be able to amend the Implementation Plan without compromising the intent of the general plan.

COMMERCE
General Plan

LAND USE ELEMENT

General Plan
COMMERCE

CITY OF COMMERCE GENERAL PLAN

LAND USE ELEMENT

September 8, 1987

Prepared by:

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

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1.0 INTRODUCTION

1.1 State Requirements

The Land Use Element has the broadest scope of any of the mandated general plan elements. Government Code, Section 65302(a) describes the required components of this element. The element must designate the distribution, location, and extent of the various land uses considered in the general plan. This section of State code also indicates that the location of a particular land use may be expressed in general terms. However, a property owner must be able to identify the general plan designation for his or her parcel from the land use diagram contained in the Land Use Element.

The Land Use Element must also contain standards for population density and building intensity for those areas governed by the general plan. These standards must be provided for all land use categories included in the Land Use Element. Finally, the Land Use Element must clearly identify any areas that are subject to flooding.

Through text, diagrams and maps, the Land Use Element must establish a pattern of land use and must clearly identify standards identified above. The General Plan Law and Guidelines indicates that the Land Use Element should:

- "Promote a balanced and functional mix of land uses consistent with community values;
- Guide public and private investments;
- Reflect the opportunities and constraints affecting land use identified in the other elements of the General Plan; and
- Reduce the loss of life, injuries, damage to property, and economic and social dislocation resulting from flooding."

The City of Commerce Land Use Element serves as the framework for the goals, policies, and standards contained in the other elements.

Land use policy and the Land Use Map must be consistent with the other elements included in the General Plan. The Housing Element goals, policies, and programs must reflect the land use policies as they relate to housing. The Circulation Element must recognize implications land use policy will have on traffic and must establish appropriate goals, policies, implementation measures and standards that will address both existing and potential deficiencies. The Public Safety Element must identify hazards that may affect both existing and future development, and the Land Use Element in turn must recognize these potential constraints when proposing land use policy.

The primary implementation mechanism for the Land Use Element is the zoning ordinance. For this reason, it is imperative that the zoning code and map be consistent with the Land Use Element and map. State law clearly recognizes the relationship between the general plan land use policy and map and the zoning map by requiring consistency between the two. Section 65860 of the Government Code requires that city or county zoning ordinances be consistent with that jurisdiction's general plan. In the event that a zoning ordinance becomes inconsistent with a general plan due to a general plan amendment, the zoning ordinance must be amended within a "reasonable time" to ensure consistency.

1.2 Issues Identification

The City of Commerce is unique in that the City contains numerous industrial and commercial enterprises in close proximity to residential neighborhoods. The potential for adverse land use conflicts has been lessened somewhat through past planning efforts that recognized a need to provide adequate buffers between dissimilar uses. The residential areas, for the most part, are located in five distinct neighborhoods separated from the industrial areas by commercial districts or major circulation corridors.

There is very little remaining vacant land in the City. Virtually all new development involves the recycling of land that was previously occupied by older businesses or homes. The Redevelopment Agency has been very active in residential relocation programs which involve relocating households from predominantly industrial districts to residential neighborhoods. The Agency trades a new home for a previous home located adjacent to industrial land uses. The non-conforming unit is then sold for industrial expansion. Over time, this and similar efforts have eliminated many of the land use conflicts.

The City has been very successful in encouraging the recycling of its aged and obsolete industrial plants. Increased competition from industries abroad has had a traumatic impact on domestic industry in general and on the industrial base of Commerce and its neighbors in particular. Many larger, more specialized manufacturing plants have closed because production costs in the United States are greater than those in competing industrial nations located in Europe and Asia. The resolution of this imbalance clearly exceeds the ability of any single resolve, although Commerce has made a concerted effort to recognize and benefit from the present economic and industrial transformation.

The general nature, extent, and location of land uses have actually changed very little over the past decades since incorporation. The City was and remains predominantly industrial, providing employment for tens of thousands of persons living

throughout the Los Angeles basin. The major land use changes involve redevelopment efforts. The commercial corridors along Atlantic and Washington Boulevards have been upgraded, as has the Commerce Center located adjacent to Whittier Boulevard. The construction of numerous new and attractive industrial and business parks throughout the City, and the ongoing housing development and rehabilitation programs testify to the strength of past redevelopment efforts.

Land use issues and opportunities emphasize the need to continue ongoing efforts that have been instrumental in the redevelopment of the obsolete industrial base, the revitalization of underutilized commercial activities, and the reconstruction or replacement of substandard or dilapidated housing units. The Land Use Element recognizes the following issues and opportunities which need to be addressed:

- There are numerous large parcels in the City that are presently underutilized and could be incorporated into future redevelopment project areas. These areas should be specifically targeted for future redevelopment/revitalization efforts.

- The importance of continuing efforts to upgrade commercial districts needs to be emphasized in any future planning. The retail/commercial and service related activities will be an increasingly important sector in the City's economic base.

- The newer industrial and business parks allow for a diversity of activities not possible in previous years. Changes in construction techniques as well as improvements in manufacturing and production methods have resulted in plant operations that do not require specialized facilities, as was the case in previous decades.

- The City has aggressively pursued a policy for upgrading substandard housing and replacing dilapidated units. These programs must be continued to ensure that existing and future residents of the City live in safe, sound, and decent housing.

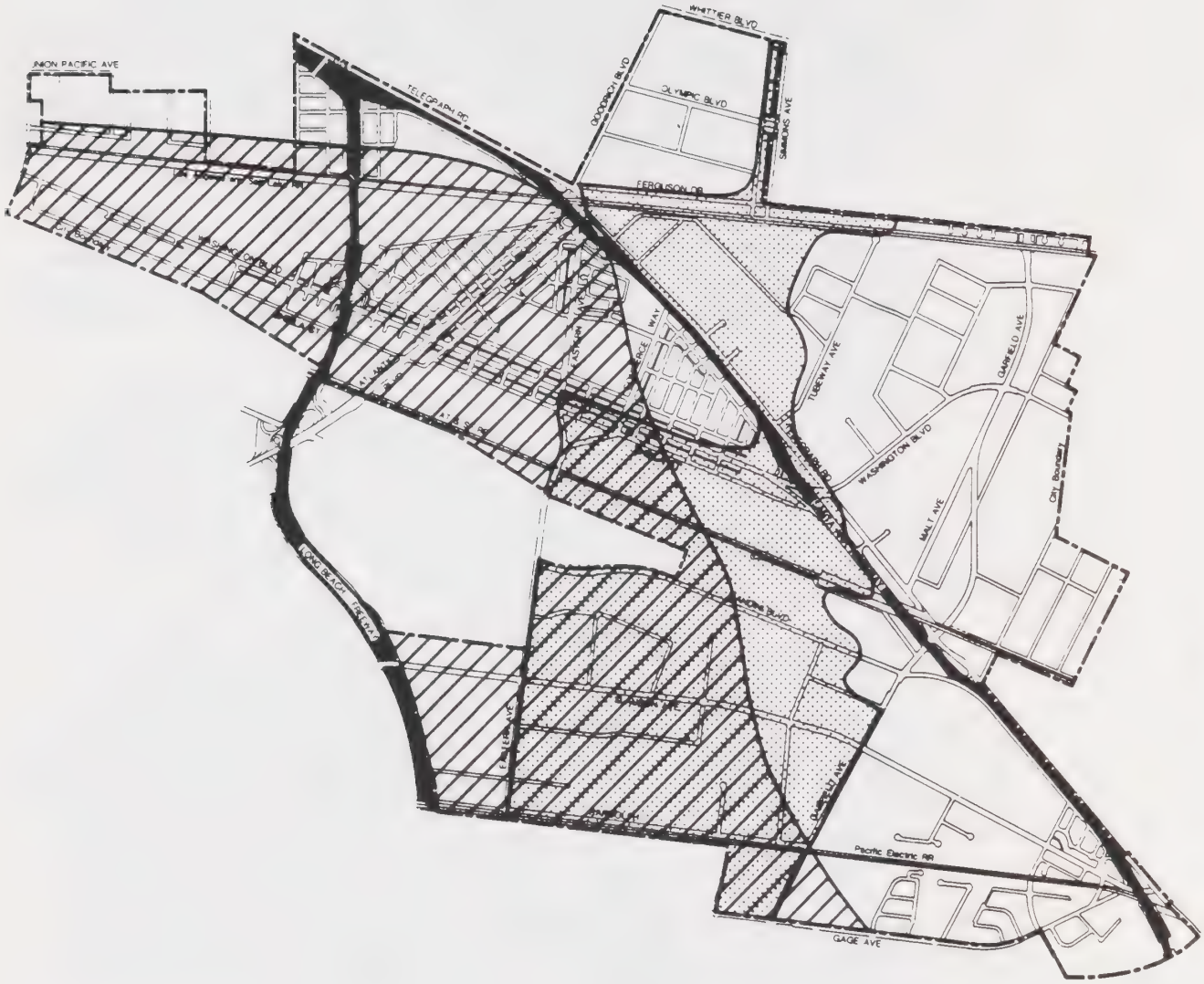
1.3 Land Use Constraints

Commerce is relatively free of environmental land use constraints. No known earthquake faults traverse the City, and the City is not exposed to hazards associated with hillside development (wildfires, landsliding). The City does lie within within the dam inundation area of the Garvey reservoir in Monterey Park (Figure LU-1). However, substantial development has already occured in this area. Redevelopment activities should not result in the exposure of additional persons to flood related hazards. In the event of dam failure, affected persons will be evacuated in accordance with adopted evacuation plans. The Public Safety Element details evacuation routes and applicable emergency response procedures.

A portion of the Commerce is underlain by the Gaspar aquifer which consists of a course, sandy layer that is more susceptible to ground shaking than other areas of the City. The ground motion in this area, indicated in Figure LU-1, will be amplified approximately 10 percent due to the characteristics of the underlying soils.

Man-made hazards present the biggest constraint on land use. Noise and the hazards associated with industrial activity should influence residential land use decisions. As the noise contour maps contained in the Noise Element indicate, many of the City's residential neighborhoods are exposed to noise in excess of 65 decibels, a noise level generally perceived to be unacceptable. Because general plan policy calls for exterior ambient decibels in residential areas not to exceed 65 decibels, some types of residential development may be not feasible within certain neighborhood subareas. Innovative site plans will be required to reduce noise to appropriate levels.

Industrial activities present additional land use constraints for non-industrial land uses. Many of the City's industries produce and store hazardous materials. Accidental release of these substances into the environment could adversely impact City residents. Land use policies contained in the General Plan call for residential properties to be protected from the hazards and health risks associated with industrial development. Potentially dangerous industrial activities will not be permitted on industrial properties located adjacent to residential neighborhoods.



Flood Inundation Area

Microzone with Increased Potential for Ground Shaking

North

0 3000

scale in feet

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Figure LU-1
Land Use Constraints

2.0 PROPOSALS

2.1 Land Use Designations

The City of Commerce Land Use Element contains eight land use designations that correspond closely with land use categories contained in the City's zoning ordinance. These designations describe the nature, density, and intensity of development that would be permitted for each land use category. The location and extent of land uses for each designation are described in spatial terms on the Land Use Policy Map.

The land use categories and their respective locations correspond with zoning districts and zoning map. The land use designations for the general plan are generally delineated using zoning district boundaries to ensure that inconsistencies were not created due to errors in cartography. In addition, it will be possible for the City to understand the implications of any future general plan amendments in terms of zoning ordinance revisions or to determine the implications of a zone change in terms of general plan consistency.

The Land Use Element contains three residential land use categories, two commercial land use categories, and a single category each for industrial, public/quasi-public and parkland uses. The distribution of land uses classified according to the general plan land use designations is indicated in Table LU-1. The individual categories are described as follows:

Low Density Residential - This land use category is characterized by single-family residential development and corresponds to the R-1 (single-family residential) zone district. Under this category, residential development densities will range from 0 to 11 units per acre. Assuming an average household size of 3.8 persons, the population density for this category is estimated to be 42 persons per acre.

Land Use Designation	Area
Residential	
Low Density Residential	136 acres
Medium Density Residential	82 acres
High Density Residential	96 acres
Commercial	80 acres
Commercial/Manufacturing	325 acres
Industrial	2,562 acres
Public/Quasi-Public(1)	200 acres
Parkland	28 acres

Note: Acreage figures are "net acreages." Measurements do not include streets, railroads and other easements unless otherwise indicated.

(1) Includes Southern California Edison easement.

Medium Density Residential - The Medium Density Residential land use category corresponds to the R-2 (light multiple family residential) zone district. Allowable uses include single-family homes and duplex units. The potential intensity of development on areas designated Medium Density Residential is between 0 and 17 units per acre. Population density will be approximately 65 persons per acre.

High Density Residential - This category of land use corresponds to the R-3 (medium multiple family residential) zone district which allows for multiple-family residential development. Densities range from 0 to 27 units per acre. This will yield a population density of about 103 persons per acre.

Commercial - The Commercial land use designation corresponds to the C-1 (neighborhood business) and C-2 (unlimited commercial) zone districts. Development intensity for this land use designation is measured by floor area ratio, which simply refers to the ratio of the structure to the total area of the parcel. Under this designation, the maximum floor area ratio will be 0.5:1, which corresponds to the maximum allowable lot coverage for the C-1 and C-2 districts permitted by the zoning ordinance.

Commercial/Manufacturing - This category of land use is designed to encourage a balanced mix of commercial, office professional and light manufacturing uses along two high visibility traffic corridors. Specifically, the Commercial/Manufacturing designation applies to: the Washington Boulevard corridor from Arrowmill Avenue east to the Santa Ana Freeway; the Telegraph Road corridor from Vail Avenue north to Hoefner Avenue; the east side of Gerhart Avenue from Whittier Boulevard to the Union Pacific Railroad right-of-way; and to the Slauson Avenue/Eastern Avenue intersection area. Washington Boulevard will continue to support a mix of light industrial and service commercial activities with higher intensity office and highway commercial uses concentrated near the Santa Ana Freeway. More intense, specialized service, retailing office uses, and wholesale goods outlet facilities are encouraged along the Telegraph Avenue corridor.

areas" for future redevelopment/revitalization efforts. These programs and plans are described for each planning area in the sections that follow.

The Land Use Policy Map depicts the location and extent of the land use designations described in Section 2.1 of the Land Use Element. For planning purposes, the City of Commerce has been divided into nine planning areas. The boundaries were delineated using man-made features and land use characteristics.

The nine planning areas include:

- The Bandini-Rosini Area, a residential neighborhood;
- The Rosewood Area, a residential neighborhood;
- The Northwest Area, a residential neighborhood;
- The Ferguson Area, a mixed residential/ industrial neighborhood;
- The Southeast Area, a mix of residential, commercial, and industrial land uses;
- The West Commerce Area, supporting largely industrial uses;
- The Atlantic/Washington commercial and light industrial corridors;
- Commerce Park, supporting commercial and industrial uses; and
- Town Center, with predominately industrial development.

The Planning Area boundaries are indicated in Figure LU-2.

Redevelopment and Revitalization

Aggressive, calculated and intelligent redevelopment planning has been responsible for the strengthening of Commerce's industrial base and the continuing revitalization of the City's residential neighborhoods. Although Federal redevelopment assistance will diminish over time, it is anticipated that redevelopment activity will continue to improve the City's business climate and enhance the quality of life in Commerce.

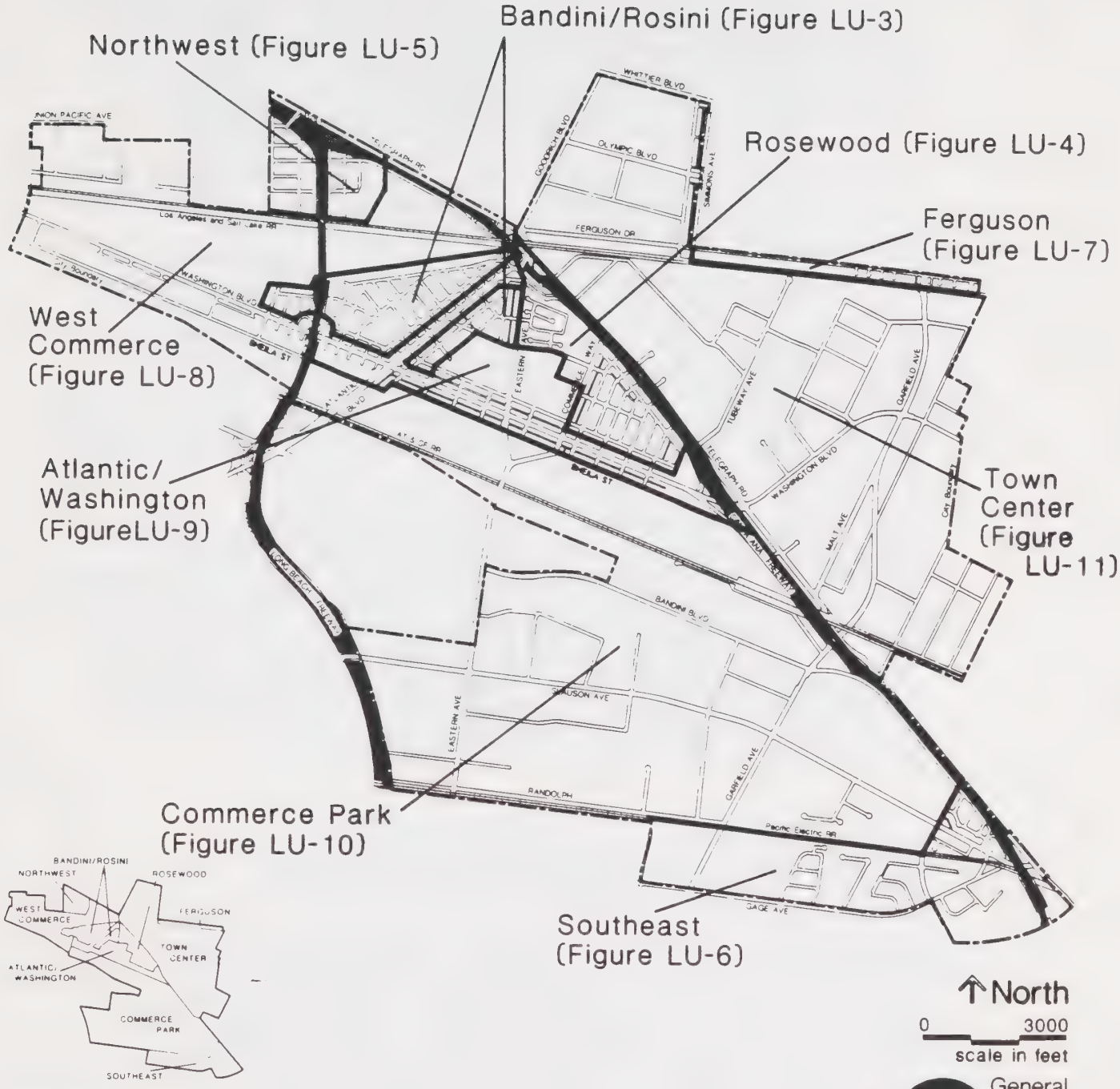


Figure LU-2
Planning Areas

Six "target areas" have been identified for consideration as new redevelopment project areas or areas that might be included in existing project areas. Revitalization and renewal efforts should be focused in these industrial and commercial districts because they will benefit most from redevelopment activity.

A Building Conditions Survey performed in 1986 identified several properties within these areas which displayed signs of age and under utilization. A comparison of land values to property improvement values yielded assessed valuation ratios (AV ratios) which indicated that many properties supported aging manufacturing and warehousing uses which did not maximize the potential use of the land. Concentrated redevelopment and property enhancement efforts will benefit both property owners and the City.

The six target areas each possess unique characteristics and unique redevelopment potential, as described in the following pages. A range of revitalization plans are proposed to meet the land use objectives for each target area. The location of each "target area" is identified in the figures indicating land use policy for each of the nine planning areas.

Bandini-Rosini Planning Area

This planning area consists almost entirely of residential development and includes three non-contiguous neighborhoods separated by the Long Beach Freeway and the Atlantic Boulevard commercial district (Figure LU-3). Bandini Park and Bandini Elementary School also lie within this Planning Area.

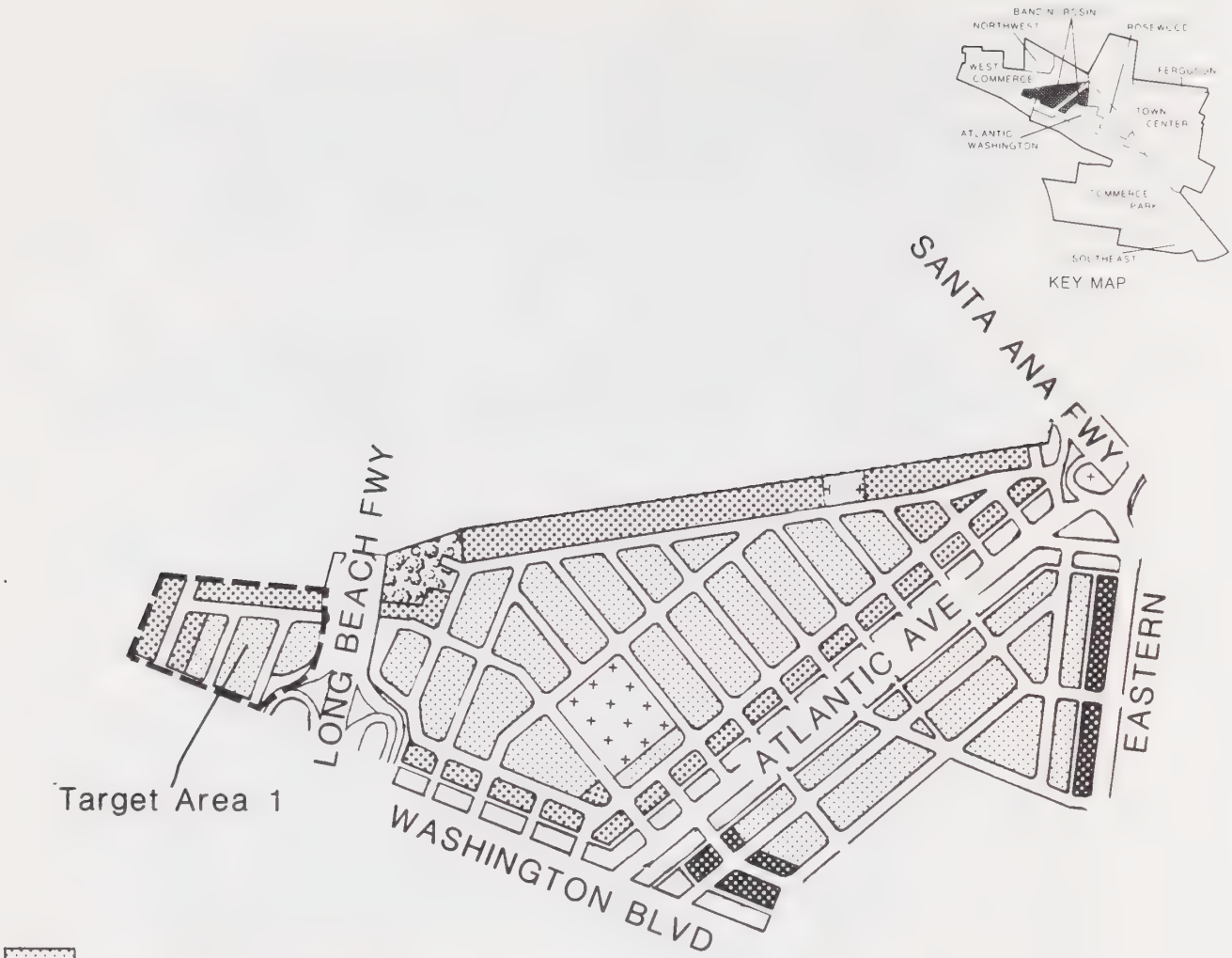
Land use policies call for residential densities which correspond closely with the density of existing residential development. The land use policies affecting this planning area include the following:

- High density residential development will be located in that portion of the planning area along Eastern Avenue and along Jillson Street west of Strong Avenue.

- Medium density residential will be concentrated in those portions of the planning area north of Astor Avenue, east of Cowlin Avenue, and south of Nobel Street. In addition, the medium density residential land use designation will apply to portions of the planning area located west of the Long Beach Freeway. Medium density residential development in this neighborhood will be permitted along Ayers Avenue and Leonis Street.

- The remainder of the planning area not designated as "Medium Density Residential" or "High Density Residential" is designated "Low Density Residential."

The portion of the planning area located west of the Long Beach Freeway that includes residential development along Ayers Avenue, Leonis Street, Bedessen Avenue, and Conner Avenue is included in Target Area 1. Land use policy for this portion of the planning area calls for the City to examine the possibility of including the residential neighborhood in a redevelopment project area proposed for much of the West Commerce Planning Area.



Low Density Residential

Medium Density Residential

High Density Residential

Public/Quasi-Public

Parkland

Target Area Boundaries

North

0 1000

scale in feet

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cba

Figure LU-3
Land Use Policy-
Bandini/Rosini Planning Area

Rosewood Planning Area

The land use policy for the Rosewood Planning Area emphasizes the community's desire to retain the low density character of this residential neighborhood. The land use designations that have been applied to this planning area represent an effort to preserve the existing intensity and density of residential development. The land use policies include the following measures:

- That portion of the planning area adjacent to Commerce Way, Jillson Street, and the west side of Senta Avenue is designated "Medium Density Residential", which is consistent with the existing type and density of residential development.

- The balance of the planning area, consisting of single-family residential development, is designated "Low Density Residential," reflecting the desire to preserve the neighorhood's single-family character.

- "High Density Residential" development will continue to be appropriate at the corner of Eastern Avenue and Harbor Street.

- Both Rosewood Elementary School and Rosewood Park will continue to be an integral part of the neighborhood. The elementary school site is designated "Public/Quasi-Public", and the park site is designated "Parkland".

Extensive redevelopment of the Rosewood neighborhood is not anticipated. Replacement housing will be built at densities approximating existing densities.

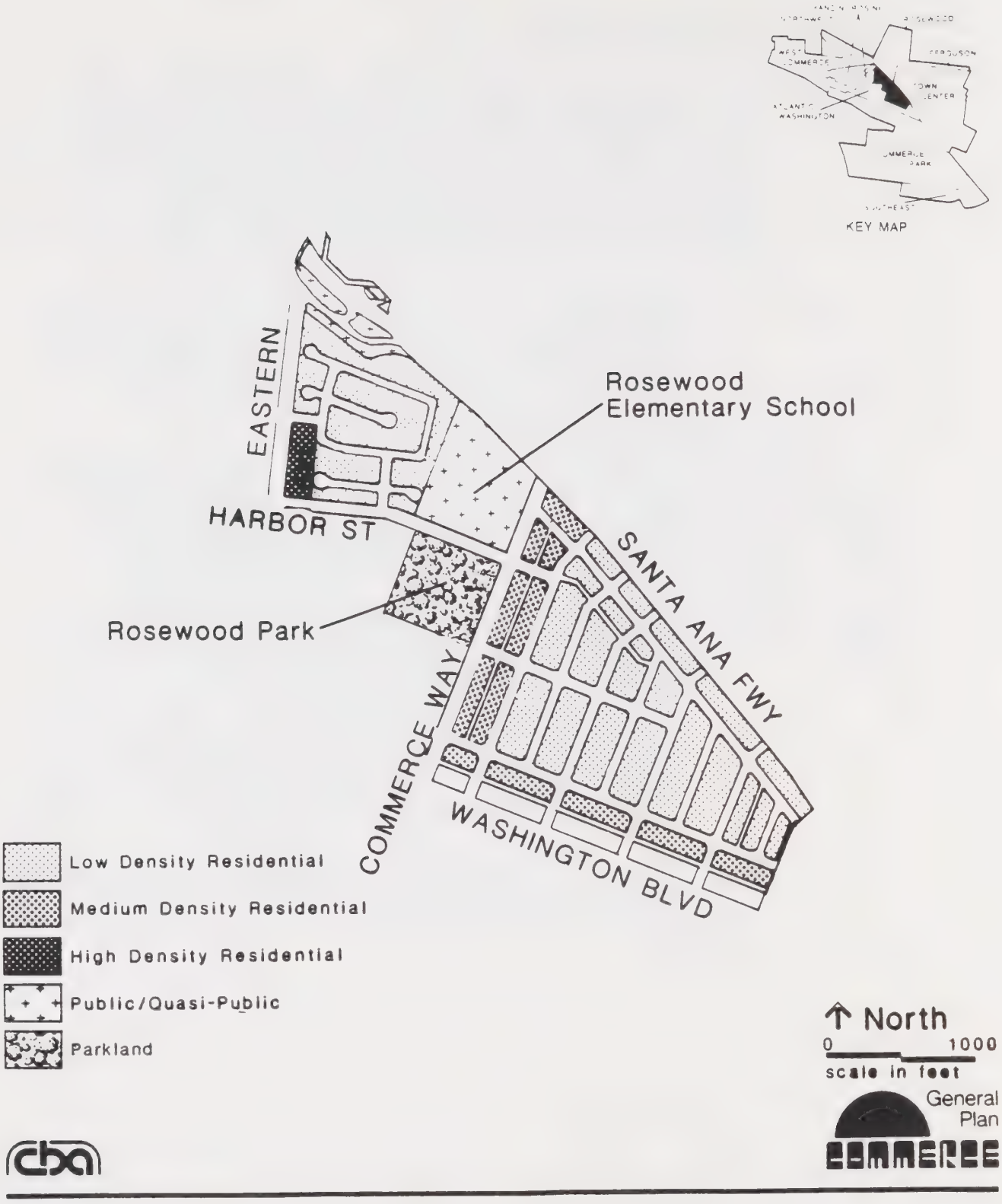


Figure LU-4
Land Use Policy-
Rosewood Planning Area

The original Figure LU-4 inserted in the Draft General Plan contained a cartographic error. This figure is correct

Northwest Planning Area

The Northwest Planning Area presents a considerable challenge in that there are a significant number of dilapidated, substandard, and overcrowded units located here. The City has long recognized the need for specific measures to alleviate problems related to substandard housing and conflicts between residential and non-residential land uses. As a result, the City of Commerce adopted the Northwest Neighborhood Specific Plan in March, 1985. The boundaries of the area considered in the Specific Plan correspond with those of the Northwest Planning Area with the exception of Bristow Park and the property occupied by the Dorothy Kirby juvenile detention facility. The stated goals of the Specific Plan included the following elements:

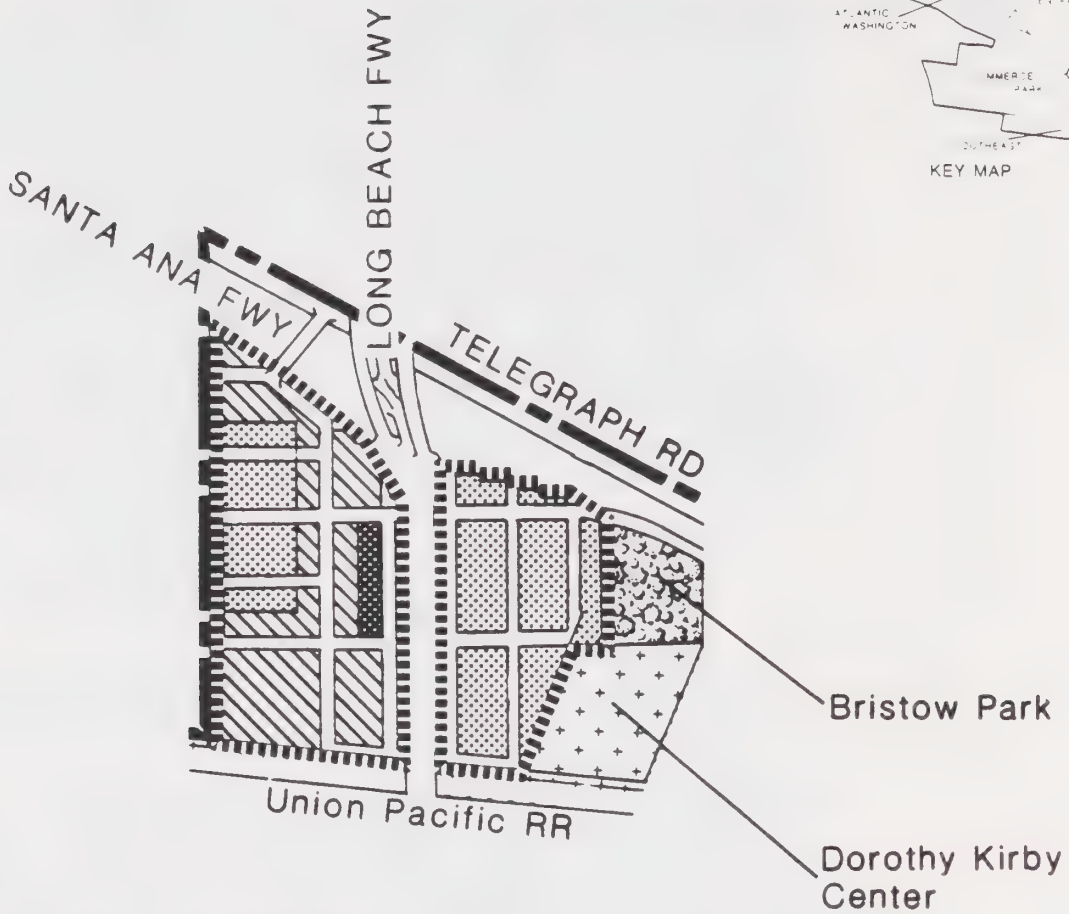
- Minor revisions to the zoning maps would be enacted to correct a number of land use conflicts that were identified.

- Modification of the circulation system involving street closures that would reduce the adverse impacts from through-traffic.

- The Commerce Community Development Department's neighborhood rehabilitation program would target the Northwest Planning Area for housing rehabilitation efforts, and resources would be made available to only units located in areas zoned for residential development.

- The existing property maintenance programs were incorporated into the Specific Plan by reference as a means to ensure that premature obsolescence and illegal conversions would be eliminated.

Specific development standards for industrial land uses within the Planning Area are identified in the Specific Plan. These standards will continue to apply with the adoption of the land use policy contained in the Land Use Element and will have precedence over any stated goals, policies, and implementation measures



Northwest Specific Plan Boundaries

Medium Density Residential

High Density Residential

Industrial

Public/Quasi-Public

Parkland

North

0 1000

scale in feet

General Plan

COMMERCE

Figure LU-5
Land Use Policy-
Northwest Planning Area

contained in the City of Commerce General Plan until such time the Specific Plan is amended. The Specific Plan also identifies the general standards that apply to residential development within the planning area, including design and landscape standards for new residential development.

The residential portions of the planning area for the most part are designated "Medium Density" which corresponds with the existing development type and density. General Plan land use policy and the Specific Plan call for the segregation of residential and non-residential land uses. Primary goals include the elimination of scattered residential parcels in industrial areas and elimination of the intrusion of industrial activities in residential neighborhoods.

The land use policy contained in the General Plan, as it applies to the Northwest Neighborhood, is consistent with the land use policies dictated in the Specific Plan. No amendments are required to the Specific Plan and implementation of the General Plan land use policy is accomplished by the continued implementation of the elements described in the Specific Plan.

Southeast Neighborhood Planning Area

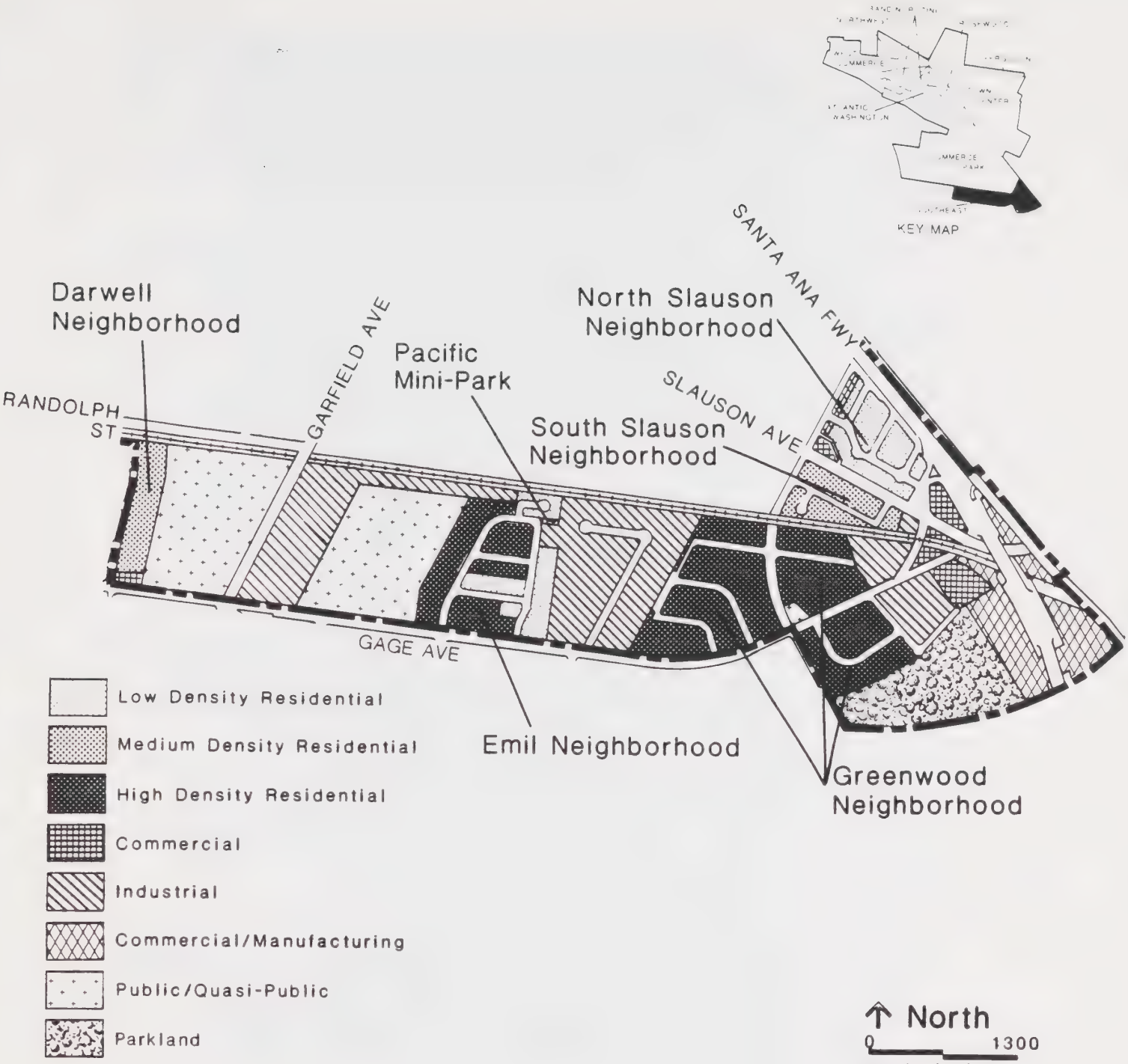
The Southeast Neighborhood Planning Area is predominantly residential with a mix of other land uses including commercial, public/quasi-public, parkland, and industrial. Land use policy recognizes the potential for land use conflicts between the diverse activities located within the area and therefore proposes measures to reduce potential adverse impacts while preserving the existing residential neighborhoods.

Within the Planning Area, there are six smaller residential neighborhood units that are separated by transportation corridors or expanses of non-residential uses (Figure LU-6). The nature and density of the existing land uses within each of these smaller residential neighborhoods are generally uniform. General Plan land use policy encourages a consistent scale and density for future residential development. Land use policy for the Southeast Neighborhood includes the following:

- The North Slauson residential district located north of Slauson Avenue is designated as "Low Density Residential", thus encouraging a retention of the existing character and density of residential development in this area.

- The South Slauson neighborhood situated south of Slauson Avenue and north of the Southern Pacific railroad is designated "Medium Density Residential". This land use designation allows for slightly higher densities over the life of the plan. Also, the land use policy encourages the discontinuation of conflicting commercial uses in this neighborhood.

- The Greenwood neighborhood includes those residences south of the Southern Pacific railroad line and east of Nye Avenue. The entire district is designated "High Density Residential", which will allow older, dilapidated single-family units to be replaced with newer, higher density units.



General Plan
COMMERCE

Figure LU-6
Land Use Policy-
Southeast Planning Area

- The Greenwood neighborhood also includes the residential area south of Gage and along Kuhl Drive near Veterans Memorial Park. The residential area also is designated for "High Density Residential," reflecting the existing higher density development which predominates in the area.

- The Emil neighborhood is located along Emil Avenue and Pacific Drive and the interconnecting local streets. The majority of the Emil neighborhood unit is designated "High Density Residential," which is consistent with the multiple-family development in the neighborhood. Exceptions include the area east of Pacific Drive, properties adjacent to Agra, and the properties located adjacent to Danielson Court, all of which are designated "Low" or "Medium Density Residential." The latter areas will continue to support the attractive single-family residential development presently located in these areas.

- A single linear block of units, located along Darwell Avenue west of Garfield, is the last distinct residential unit located in the Southeast Neighborhood Planning Area. The Darwell Avenue district consists of single-family homes interspersed with lower density multiple-family units, primarily duplexes. The "Medium Density Residential" land use designation applicable to this area will allow for some recycling to slightly higher density development.

- Land use policy also recognizes the existing industrial development in the planning area, most of which consists of modern industrial and business parks. Policy calls for appropriate barriers to be constructed wherever industrial uses abut residential neighborhoods.

- Lands designated "Commercial" are located in strategic locations within the Planning Area, consistent with a land use policy that calls for the creation of smaller commercial centers located throughout the City.

The entire Southeast Planning Area is located within the boundaries of Redevelopment Project Area Number 1. Redevelopment Project Area Number 1 was created in 1974 and includes much of the City south of Bandini Boulevard. Separate and distinct implementation plans have been prepared for specific target areas within the larger project area.

The City of Commerce Redevelopment Agency prepared the Greenwood Neighborhood Detailed Development Plan for the Greenwood neighborhood. The Plan defines itself as "a comprehensive neighborhood revitalization program which is designed as a cooperative effort to improve the Southeast Residential area through coordinated action by homeowners and the City of Commerce."

The detailed development plan for the Greenwood area, as described in the Redevelopment Plan, includes the following features:

- A comprehensive public improvements program including entry wall and sign treatments along Gate Avenue and Kuhl Drive; a landscaped buffer on the west side of Nye Street separating the industrial and residential land uses; a railroad barrier wall constructed to separate the residential uses south of the Southern Pacific mainline from the facility; and an entry street that will extend Watcher Street to Gage Avenue.

- The revitalization of the Gage Avenue frontage replacing substandard residential and commercial development with new residential units including senior citizen apartments, townhomes, or zero-lot-line detached units.

- Agency loan programs which make funds available to individual property owners (both residential and commercial) for unit repairs. Loan interest rates are offered below market rates. The Agency also provides rebates to low and moderate income property owners.

- An infill housing program implemented to replace substandard housing as the properties become available. Through this program the Redevelopment Agency has purchased substandard units for remodeling or replacement.

The implementation of the General Plan Land Use Policy will serve to implement the land use goals of the Greenwood Development Plan as it relates to infill housing, and the revitalization of Gage Avenue.

A second development plan was prepared for the Emil neighborhood. This plan calls for aging single and multiple family units to be replaced by newer homes at similar densities. Land use designations conform to the development policies spelled out in the Emil Neighborhood plan.

Because land use policy calls for residential density increases throughout the Southeast Planning Area and because additional land has been added to the residential land use inventory, the population can be expected to increase over time.

Ferguson Planning Area

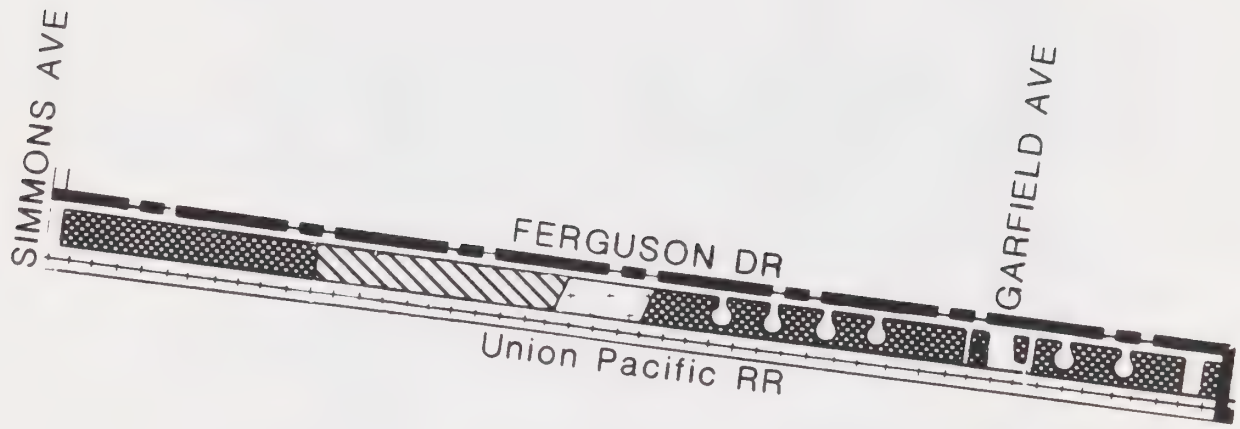
The Ferguson Planning Area includes that portion of the City located south and adjacent to Ferguson Drive and west of Gerhart Avenue. Residential land uses predominate in the area, although industrial activities located in the midst of the residential development cover approximately 28 percent of the Planning Area. Surrounding land uses include a mainline of the Union Pacific Railroad located to the south, and residential development opposite of Ferguson located in the unincorporated portion of Los Angeles County.

The land use policy for this Planning Area designates existing residentially developed properties "High Density Residential" and existing industrial areas as "Industrial." Implementation of such land use policy may result in the recycling of older residential units to new developments with higher densities. Policy will also encourage aesthetic and operational improvements in the industrial area to minimize industrial/residential land use conflicts.

Several constraints need to be considered when discussing the recycling of the residential properties to higher densities. First, the railroad tracks immediately south of the planning area will continue to generate a variety of adverse impacts on the adjacent land uses. Second, existing land use immediately north of Ferguson Drive consists primarily of single-family residential development. Finally, Ferguson Drive is designed as a two-lane local street and may be strained by increased traffic volumes.

The land use goals and policies for the Ferguson Planning Area recognize the present constraints to residential development and the sensitive nature of the adjacent land uses in the unincorporated County area. The policies recognize the need to mitigate adverse impacts related to the operation of the nearby Union Pacific railroad. Noise levels in the neighborhood exceed 65 decibels, levels which are clearly inconsistent with the noise/residential land use compatibility guidelines presented in the Noise Element.

KEY MAP



Proposed
Ferguson Specific Plan
Corresponds to Planning
Area Boundary

High Density Residential

Public/Quasi-Public

Industrial

North

0 1000

scale in feet

General Plan

COMMERCE

cba

Figure LU-7
Land Use Policy-
Ferguson Planning Area

Therefore, a specific policy included in the Housing Element calls for the preparation of a specific plan which would outline development standards and would provide measures designed to reduce exterior ambient noise levels to 65 decibels for all new developments in the Ferguson neighborhood. Interior noise levels must conform to State guidelines.

Preparation of a specific plan will also encourage new development to be sensitive to existing single-family homes located north of Ferguson Drive. Development along Ferguson Drive should provide adequate setbacks and should consist of "stepped" units which create an illusion of lower density and reduced height.

A specific plan may further work toward improving the appearance of industrial uses fronting on Ferguson Drive. Specific plan development standards should require front landscaping treatment and off-street loading for all new or expanded uses.

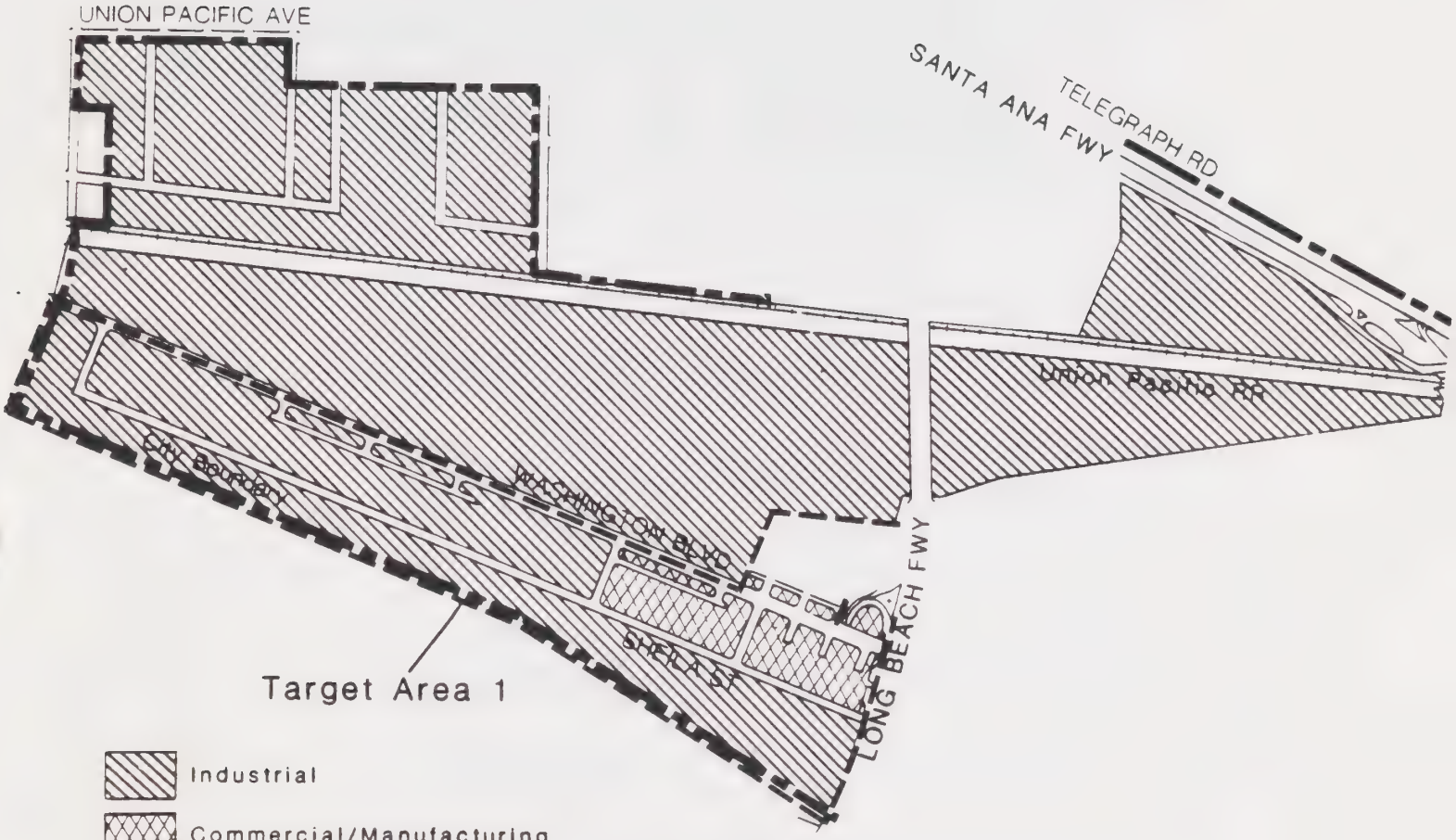
West Commerce Planning Area

The West Commerce Planning Area encompasses all of the land area west of the Long Beach Freeway, exclusive of the Northwest Neighborhood Planning Area (Figure LU-8). Land use policies call for the preservation of industry through recycling and rehabilitation. Redevelopment efforts should be focused in Target Area 1. Most of the Planning Area is designated Industrial, reflecting the presence of the Union Pacific railyards north of Washington Boulevard and the variety of heavy and light industrial uses south of Washington Boulevard. Properties bounded generally by Washington Boulevard, the Long Beach Freeway, Sheila Street and Arrowmill Avenue are designated Commercial/Industrial.

Land use policy recognizes the importance of retaining the railway operations north of Washington Boulevard. The industrial designation supports the continued presence of such activities.

Aging industrial development characterizes the area south of Washington Boulevard. Existing development does not fully utilize the benefits of high freeway visibility and easy freeway access. To encourage revitalization and creative reuse in the area, two mechanisms are proposed.

First, the area has been identified as a Revitalization Target Area. Target Area 1 extends from the western City limit eastward to the Long Beach Freeway. Washington Boulevard forms the northern boundary and the southern boundary corresponds to the City boundary west of the Long Beach Freeway (refer to Figure LU-8). Although the area supports several viable heavy industrial and manufacturing uses, general conditions indicate property neglect. Small lot development along Washington Boulevard has created a sense of visual and physical overcrowding. The area has potential to benefit from ready freeway access and the growing need for service and retail commercial and light industrial development. Consideration should be given concerning the creation of a new redevelopment project area that would include those properties designated



Industrial

Commercial/Manufacturing

Public/Quasi-Public

Target Area Boundaries

North

0 1300

scale in feet

General Plan

COMMERCE

Figure LU-8
Land Use Policy-
West Commerce Planning Area

"Commercial/Manufacturing" on the Land Use Policy Map as well as the residential area north of Washington Boulevard, west of the Long Beach Freeway. Plan goals and policies to encourage commercial and light industrial land uses can then be implemented.

Code enforcement activity will assist community efforts in encouraging property maintenance. Also, all new developments will be required to meet property landscaping standards. Alternatively, the Redevelopment Agency may choose to establish a new redevelopment project area which incorporates the Industrial designated properties.

Atlantic/Washington Planning Area

The Atlantic/Washington Planning Area covers the predominantly commercial/light industrial district along Atlantic and Washington Boulevards. Sheila Street generally forms the southern boundary (Figure LU-9). A mix of new and old, small scale commercial and industrial uses line these two major transportation corridors. Also included within the Planning Area are City Hall, and a small area devoted to more intensive industrial uses.

Much of this Planning Area lies within the boundaries of Redevelopment Project Area III, the Atlantic/Washington Revitalization Project Area. Adopted in 1984, this project has six primary objectives:

- To correct blighting conditions in the area;
- To upgrade and revitalize commercial activity;
- To create a neighborhood shopping focus for surrounding residential neighborhoods;
- To stabilize and improve conditions in surrounding neighborhoods;
- To provide adequate parking and improve circulation in the Project Area and surrounding areas; and
- To provide an attractive environment to encourage private investment.

The Redevelopment Plan land use map and text call for service commercial, general commercial and light industrial uses to continue operating in the area. Many existing building facades have been revitalized through Plan programs, and landscaping improvements have been installed along Washington Boulevard. Plan implementation has also resulted in the replacement of obsolete or decaying industrial and commercial buildings with new multi-tenant retail/office developments.

Land use policy outlined in the General Plan calls for the continued implementation of the

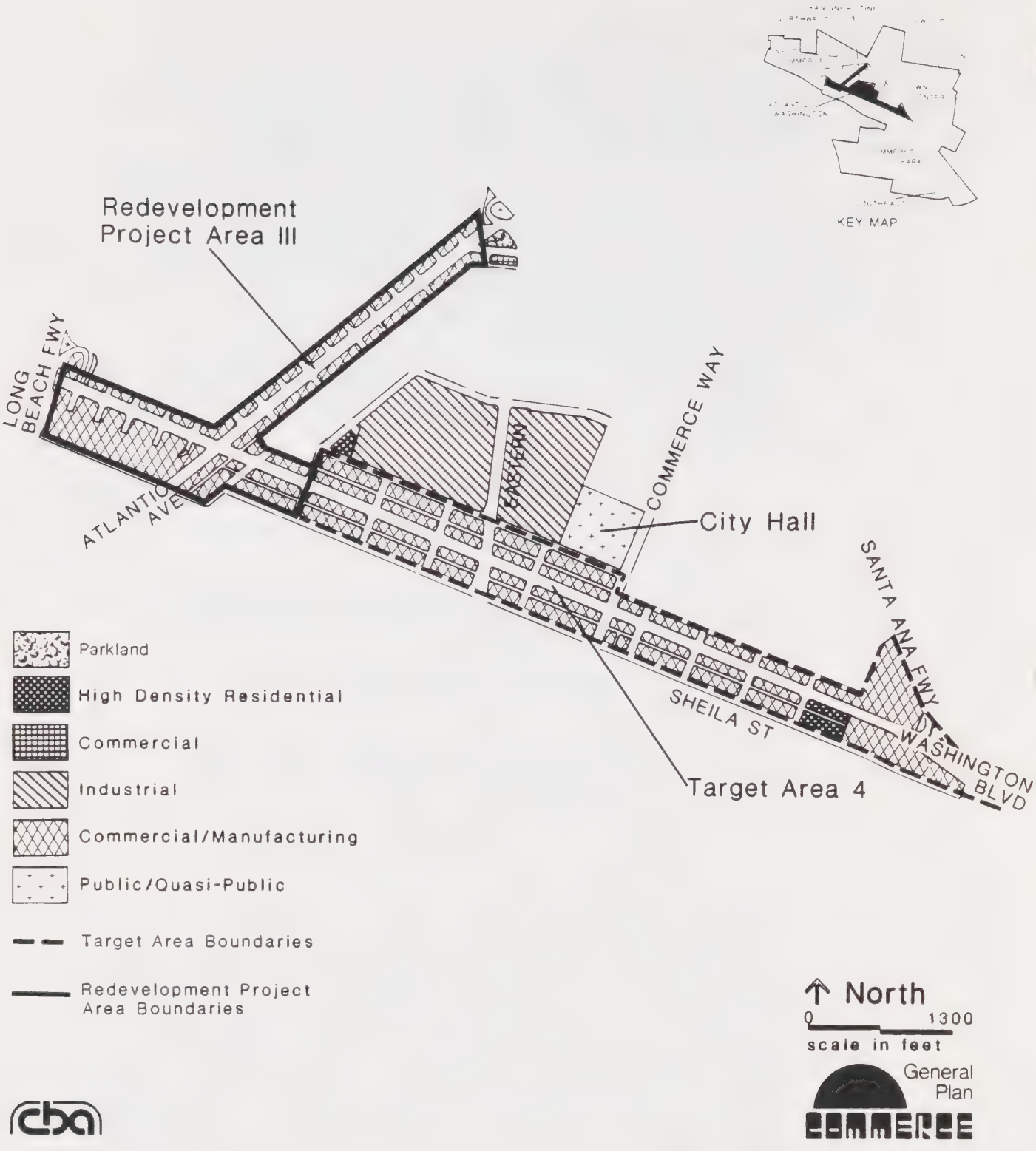


Figure LU-9
Land Use Policy-
Atlantic/Washington Planning Area

Atlantic/Washington Revitalization Project. Emphasis should be placed on attracting needed commercial businesses to the area to serve the residential and business populations. In addition, land use policy identifies the remaining corridor on each side of Washington Boulevard not included in the redevelopment project area as a possible candidate for future redevelopment efforts. This entire area has been designated as "Target Area 4" (Figure LU-9) which identifies the study area to be evaluated for consideration for redevelopment. The portions of the area finally selected for redevelopment might be incorporated into Project Area III or become a section of a new project area proposed for the West Commerce planning area.

Properties outside of the redevelopment project area but within the Atlantic/Washington Planning Area should benefit from redevelopment activities. The mixed-use character of the area will be retained, although heavier industrial uses will be discouraged.

The Washington Boulevard/Santa Ana Freeway area has been designated Target Area 4. Target Area 4 has the potential to develop as a major gateway into the City. Land use policy calls for a concentration of high intensity office and support commercial uses at this location. A specific plan should be prepared to delineate the type and extent of development desired for this area. Alternatively, the City may extend the boundaries of the existing Town Center Redevelopment Plan and may amend the Plan to provide for the land uses envisioned.

The Land Use Policy map designates a portion of the Planning Area as Industrial. Because these areas abut residential neighborhoods, future industrial uses should be low intensity uses which are sensitive to the surrounding residential environment. Uses should also be compatible with Rosewood Park (designated Parkland) and City Hall (designated Public/ Quasi-Public).

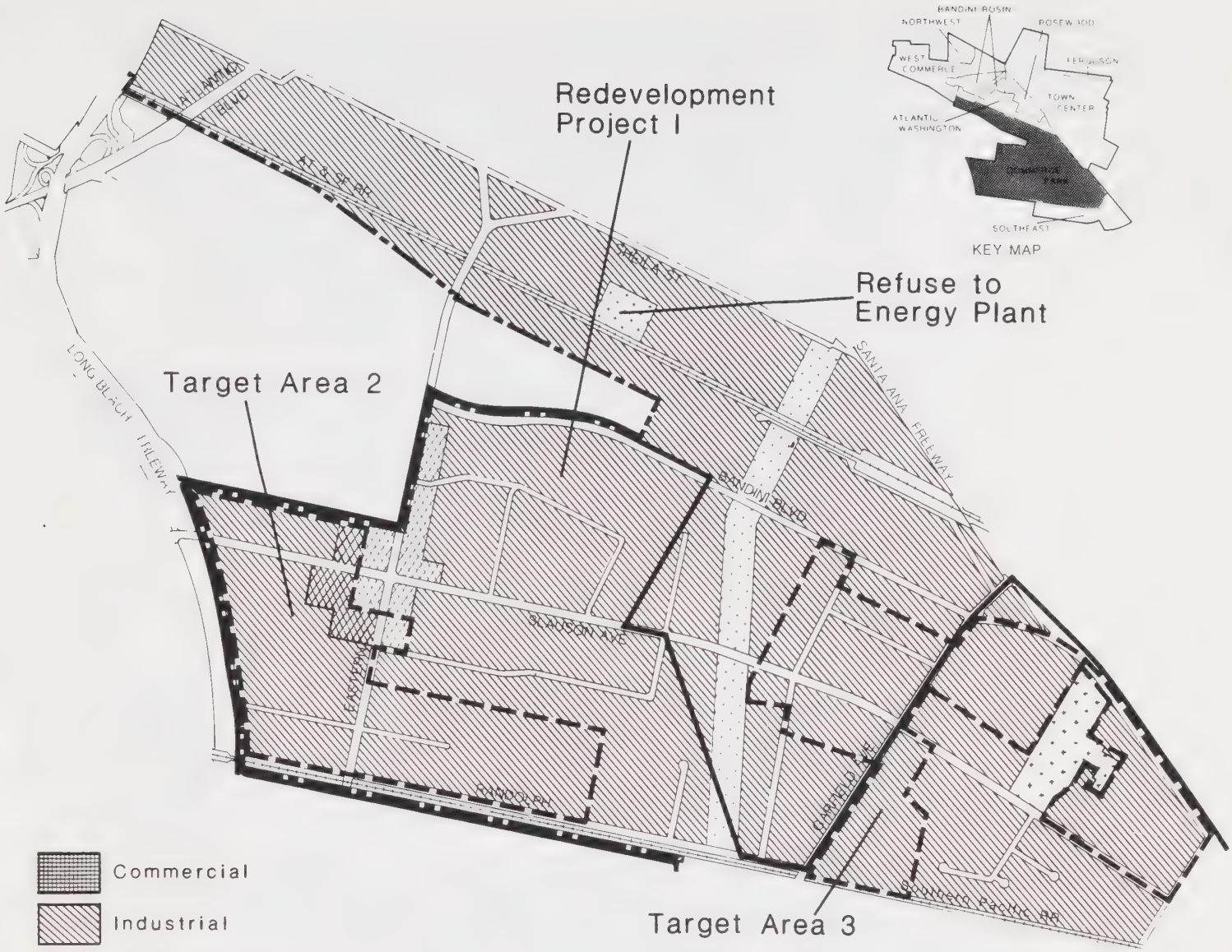
Commerce Park Planning Area

Industrial renaissance has been the key to Commerce's successful transformation from a heavy industrial center to a warehousing/distribution/ light industry hub, and much of the renewal has occurred within the Commerce Park Planning Area. The Redevelopment Agency, working in concert with private industry, has created a successful business park environment which attracts new, clean industry. Land uses range from older milling and processing operations to new, expansive research and distribution facilities. Industry is the primary land use within the Planning Area, although newer industrial parks include support uses such as restaurants, office buildings and even child day-care facilities.

The Commerce Park Planning Area covers the southern half of the City, south of Sheila Street, exclusive of the Southeast Neighborhood Planning Area (Figure LU-10). With the exception of the Southern California Edison electric power easement bisecting the area and Commercial/ Manufacturing center at Eastern and Slauson Avenues, the entire Planning Area is designated Industrial. Land use policy encourages the continued presence of all types of industry throughout the Planning Area.

Over a decade ago the City had the foresight to realize that existing heavy, labor intensive industries would join the exodus to less expensive foreign labor markets, leaving behind mammoth structures which did not meet the needs of subsequent property owners. Without City assistance, these properties may have fallen into disuse and disrepair, creating blight conditions and discouraging investment. Therefore, in 1974, the Redevelopment Agency formed Redevelopment Project Area I which covered almost the entire southern quarter of the City. As with many redevelopment plan, objectives included:

- The elimination of blight;
- Improvement of area infrastructure;
- Encouraging private investment and new forms of industry; and



Commercial

Industrial

Commercial/Manufacturing

Public/Quasi-Public

Target Area Boundaries

Redevelopment Project Area Boundaries

North

0 2000

scale in feet

General Plan

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Figure LU-10
Land Use Policy-
Commerce Park Planning Area

- Re-establishing a strong industrial base to ensure the long-term economic health of the community.

Through aggressive recruiting of industries and the attraction of major developers to the project area, the Redevelopment Agency has succeeded in creating a series of diverse industrial parks amid still viable manufacturing operations. Redevelopment efforts in the area continue as the City works toward fulfillment of the redevelopment plan objectives.

Land use goals and policies provide for continued implementation of the Project Area I Redevelopment Plan. The Industrial and Commercial/Manufacturing land use designations reflect the Plan's intent to encourage a variety of industrial development. Redevelopment efforts will be focused on the two Target Areas identified in Figure LU-10.

Target Area 2 lies entirely within the boundaries of Redevelopment Project Area I. Therefore, redevelopment and revitalization objectives should be achieved with relative ease. Existing manufacturing and trucking uses typify the older developments which already have been replaced by industrial and business parks throughout the Redevelopment Project Area. Similar replacement or reuse should be concentrated in Target Area 2.

Target Area 3 contains industrial properties both within and outside of Redevelopment Project Area I boundaries. Surrounding properties have undergone varying degrees of redevelopment and revitalization. Because Target Area 3 lies near major arterial roadways and has more direct freeway access than Target Area 2, industrial uses requiring more intense trucking operations (e.g. warehousing and distribution) should be directed toward Target Area 3. It is anticipated that Redevelopment Agency efforts to redevelop properties within the Project Area will encourage private sector investment in Target Area 3 properties outside of the Redevelopment Project Area. The City may establish design guidelines for new developments via a specific plan or a design overlay district designation.

The remainder of the Commerce Park Planning Area should continue to support heavy and light industrial uses. Activity in the Redevelopment Project Area should produce spill-over effects throughout the Planning Area, resulting in private redevelopment efforts.

Town Center Planning Area

Like the Commerce Park Planning Area, the Town Center Planning Area largely supports industrial land uses. However, the tremendous freeway exposure available to the Telegraph Road corridor offers a multitude of opportunities for higher intensity office and service/retail/highway commercial uses.

The Town Center Planning Area includes all land area north of the Santa Ana Freeway, with the exception of the Ferguson Neighborhood. The Uniroyal Tire Plant serves as the area's visual focal point, although the focus of large-scale industrial use is directed eastward, in the area generally bounded by Tubeway Avenue, the Santa Ana Freeway, and the City's eastern and northern borders (Figure LU-11). Properties north of Ferguson Drive support older, small scale manufacturing activities and newer industrial parks. The City's only true neighborhood shopping center, Commerce Center, lies just south of Whittier Boulevard.

Land use policy and the Land Use Policy Map call for the continuation of established uses with one major exception. The Telegraph Road corridor, which is designated Commercial/Manufacturing, should become a high intensity, high visibility office/hotel/restaurant commercial corridor. Foremost, the Uniroyal Tire Plant site and facility should support uses which not only provide long-term economic benefit to the City, but which also spur development of related office, commercial and industrial uses within the Commercial/Manufacturing land use area.

Some redevelopment may be accomplished through continued implementation of the Town Center Redevelopment Plan, which was adopted by the City in 1978 and subsequently amended in 1980 to include the Uniroyal property. Because the redevelopment plan calls for industrial uses along Telegraph Road, the plan will need to be amended to incorporate revised land use policies. Also, the plan amendment may extend plan boundaries to include "Commercial/Manufacturing" and "Industrial" areas included in Target Areas 5 and 6.

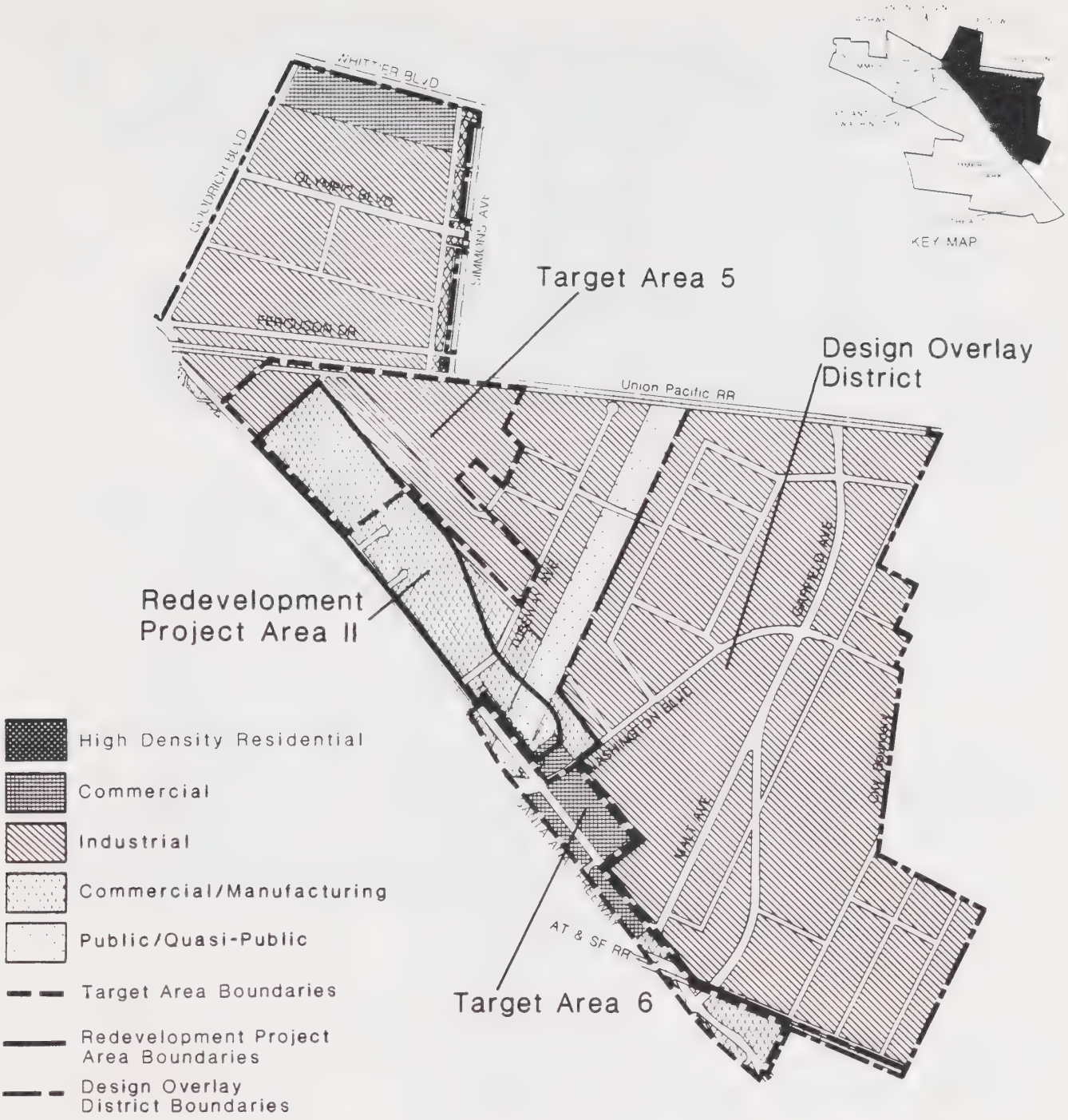

Figure LU-11
Land Use Policy-
Town Center Planning Area

Target Area 5 adjoins the Town Center Redevelopment Plan area. The Land Use Policy Map designates this area as Industrial. However, the focus of development in this area will depend greatly upon the eventual reuse and redevelopment of the Uniroyal Tire Plant site. Any future industrial uses should complement and support activities at the Uniroyal site.

A section of the Town Center Planning Area is also included in a sixth target area that includes parcels south of Telegraph Road and east of Tubeway Avenue in addition to the commercially developed parcels north of Telegraph Road at the intersection of Washington Boulevard (Figure LU-11).

The properties included in the two target areas will be reviewed to determine what parcels qualify as being blighted and ultimately considered for redevelopment action. The project boundaries of Project Area III will be expanded to include the properties contained in the two target areas.

A design overlay district has been proposed for the eastern half of the planning area. The industrial district that includes that portion of the Town Center Planning Area that is east of the Southern California Edison easement contains industrial development constructed in recent years. The overlay district will encourage design policies that will integrate both existing and future development. Standards will be established to identify appropriate colors for buildings, signage and landscaping.

3.0 GOALS AND POLICIES

GOAL 1.0 - Encourage development of retail commercial centers in distinct areas of the City.

Policy 1.1 - Preserve and upgrade the existing commercial areas to serve both the residential and business populations. These commercial areas include: Commerce Center, located on Whittier Boulevard; the Telegraph Avenue/Washington Boulevard area; the Atlantic/Washington Redevelopment Project Area; the Commerce Business Park, located at the intersection of Eastern Avenue and Rickenbacker Road; and the commercial properties located along Slauson Avenue in the Southeastern Planning Area.

Policy 1.2 - Continue to actively pursue the goals and objectives of the Atlantic-Washington Redevelopment Plan to improve the overall business climate of the area and to provide convenience commercial services to area residents.

Policy 1.3 - Encourage development of a high density, high visibility office/hotel/restaurant commercial corridor along Telegraph Road from Hoefner Avenue to Vail Avenue.

Policy 1.4 - Plan for the development of an office/ retail and service commercial/light industrial corridor along Washington Boulevard from Arrowmill Avenue to Interstate 5.

Policy 1.5 - Ensure that the Uniroyal Tire Plant site is redeveloped with a use or uses which will provide long-term benefits to the City.

GOAL 2.0 - Ensure land use compatibility within each of the City's four planning areas.

Policy 2.1 - Continue to implement the Northwest Neighborhood Specific Plan using the following strategies:

- Increase code enforcement activities in the area;

- Acquire properties for rehabilitation and redevelopment;

- Provide for medium density residential development as shown on the Land Use Policy Map;

- Establish industrial and residential development standards for new projects;

- Use established housing rehabilitation assistance programs; and

- Complete capital improvements on area infrastructure.

Policy 2.2 - Insure that incompatible land uses adjacent to residential areas provide adequate buffers to mitigate any negative impacts such as noise, light pollution, and traffic.

Policy 2.3 - Prevent the intrusion of industrial and commercial development into the Bandini-Rosini, Northwest and Southeast residential neighborhoods.

Policy 2.4 - Discourage commercial and industrial traffic from using rear alleyways to access properties located on the north side of Washington Boulevard.

Policy 2.5 - Require non-residential property owners to provide a landscaped buffer zone or a block wall to separate new non-residential uses proposed in the areas adjacent to an existing residential uses.

Policy 2.6 - Whenever existing non-residential uses abut residential uses, the City will make every effort to work with property owners to provide a landscaped buffer zone or a block wall to separate the uses.

Policy 2.7 - Eliminate mixed-use areas throughout the City by rezoning properties to create logical zoning patterns.

GOAL 3.0 - Support the preservation of the existing low density residential neighborhoods in Planning Area 2.

Policy 3.1 - Maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods and prohibit overbuilding, thereby encouraging the maintenance and stabilization of the existing single-family neighborhoods.

Policy 3.2 - Vigorously apply code enforcement programs to encourage the maintenance of the existing residential properties.

Policy 3.3 - Restrict further construction of multiple family units to only those areas designated for high density residential development by the Land Use Policy Map.

Policy 3.4 - Require that residential development in areas designated High Density Residential on the General Plan Land Use Policy Map to be buffered from adjacent lower residential land uses.

Policy 3.5 - Require every new medium and high density residential unit to provide at least two parking places and a private enclosed patio/yard.

GOAL 4.0 - Eliminate visual blight throughout the City and emphasize aesthetic improvements in all Planning Areas.

Policy 4.1 - Reduce the proliferation of billboards along the freeways and major thoroughfares.

Policy 4.2 - Develop strategies to increase the landscaping along freeway corridors.

Policy 4.3 - Establish a definitive street tree program which calls for street trees and boulevard landscaping along major rights-of-way and within industrial and commercial developments.

Policy 4.4 - Establish a program to systematically place existing and proposed utility lines underground. Require all utilities to be placed underground in all new developments.

Policy 4.5 - Create a series of design overlay districts to improve the quality and appearance of existing industrial and commercial developments not contained in redevelopment project areas. The overlay districts will be applied to existing and future development in the Town Center Planning Area.

Policy 4.6 - Encourage the use of monument signs, homogenous sign styles for onsite signs, decorative site lighting and street lighting fixtures, interesting building painting schemes, and extensive onsite landscaping within the design overlay districts.

Policy 4.7 - Encourage the provision and retention of private landscaped open space. As a standard, require at least five (5) percent of the site area of all new commercial and industrial developments to be landscaped.

Policy 4.8 - Provide an adequate staff of full-time code enforcement officers to assure that all industrial, commercial and residential properties are maintained.

GOAL 5.0 - Maintain a strong and diversified industrial base to contribute to the economic well-being of the City and the surrounding region.

Policy 5.1 - Continue to aggressively recruit those industrial activities which are

beneficial in terms of employment and revenue to the City and the surrounding region.

Policy 5.2 - Development of a comprehensive program will be implemented by outlining strategies for attracting future commercial and industrial businesses to the City. The plan may include provisions for a land inventory database, a City liaison between property owners and potential new businesses, extensive advertising campaigns, and incentives to attract new businesses.

Policy 5.3 - Continue to recognize the importance of and provide for the continuation of industrial development in appropriate locations throughout the City.

Policy 5.4 - The environmental review process for new industrial developments should include an analysis which weighs the relative benefits of a project against any potential detrimental environmental impacts such as truck traffic, air pollution, and noise which could result from development.

Policy 5.5 - Encourage the expansion of new industrial development in the target areas outlined on the Land Use Element through expanded redevelopment programs.

Policy 5.6 - Expand the Atlantic/Washington Redevelopment Project Area to include properties bounded by Washington Boulevard, Sheila Street, the western City limit and Interstate 710, and develop standards for the new areas which will encourage quality industrial redevelopment.

GOAL 6.0 - Identify all landfill and hazardous materials disposal sites and ensure that these sites are free from associated hazards prior to the establishment of new land uses thereon.

Technical Report - Land Use Element

General Plan

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4.0 TECHNICAL REPORT

4.1 Introduction

The Land Use Technical Report provides useful information about the City's five major land use categories - residential, commercial, industrial, public/institutional and open space/vacant lands. This information can be used to analyze land use commitment and distribution, and it can provide valuable insight into land use trends.

The data used in this report was obtained from three primary sources. A complete set of 1982 aerial photographs provided the base land use information. This base data was updated by a windshield survey of the City's neighborhoods and a review of the City's computer-based land use inventory. The survey performed in March of 1986 yielded detailed information about the residential areas of Commerce. The computer inventory provided a current account of the City's commercial and industrial land uses. These three sources made it possible to compile a detailed inventory of land uses within the City.

4.2 Existing Land Use

The City of Commerce encompasses approximately 4,197 acres, or 6.6 square miles of land. Almost 64 percent of the total land area (2,676 acres) is devoted to industrial uses. Residential properties, on the other hand, cover only 279 acres. Table LU-2 shows the distribution of existing land uses within the City.

TABLE LU-2: EXISTING LAND USE-1986

Land Use:	Acreage	% of City Total
Residential	279 acres	6.6 %
Commercial	139 acres	3.3 %
Industrial	2,676 acres	63.8 %
Institutional/Public	106 acres	2.5 %
Open Space/Parks/Vacant Land	189 acres	4.5 %
Circulation	808 acres	19.3 %
Total	4,197	100.0 %

Sources: City of Commerce
CBA Land Use Survey

Both industrial and residential land uses can be found in all sections of the City. Commercial uses lie primarily along Atlantic and Washington Boulevards, although new pockets of commercial development are springing up throughout the City.

The distribution of land uses can be analyzed more easily when the City is broken up into smaller units. The City has been divided into four areas, with each area incorporating a range of land uses. These uses are shown in detail in Figures LU-12 through LU-15.

The land use distribution can be summarized as follows:

Residential - Five well defined neighborhoods contain 95 percent of the existing housing stock. These neighborhoods are spread throughout the City, although approximately 90 percent of the units are located south of the Santa Ana Freeway. Single family units comprise about 80 percent of the total residential area, and multi-family housing makes up the remaining 20 percent. The majority of the multi-family units lie in the Bandini-Rosini and Southwest neighborhoods (see Figures LU-12 and LU-13).

Commercial - Commercial uses are concentrated along Atlantic and Washington Boulevards and in the newly developed Commerce Business Park. A few commercial properties lie scattered along Slauson Avenue near the Santa Ana Freeway. The Atlantic-Washington area and Slauson Avenue largely support strip commercial land uses. The business park, which added approximately 40 acres to Commerce's commercial land inventory, has been developed with office buildings, restaurants and service commercial uses. Additional commercial development is proposed for the Uniroyal Tire Plant.

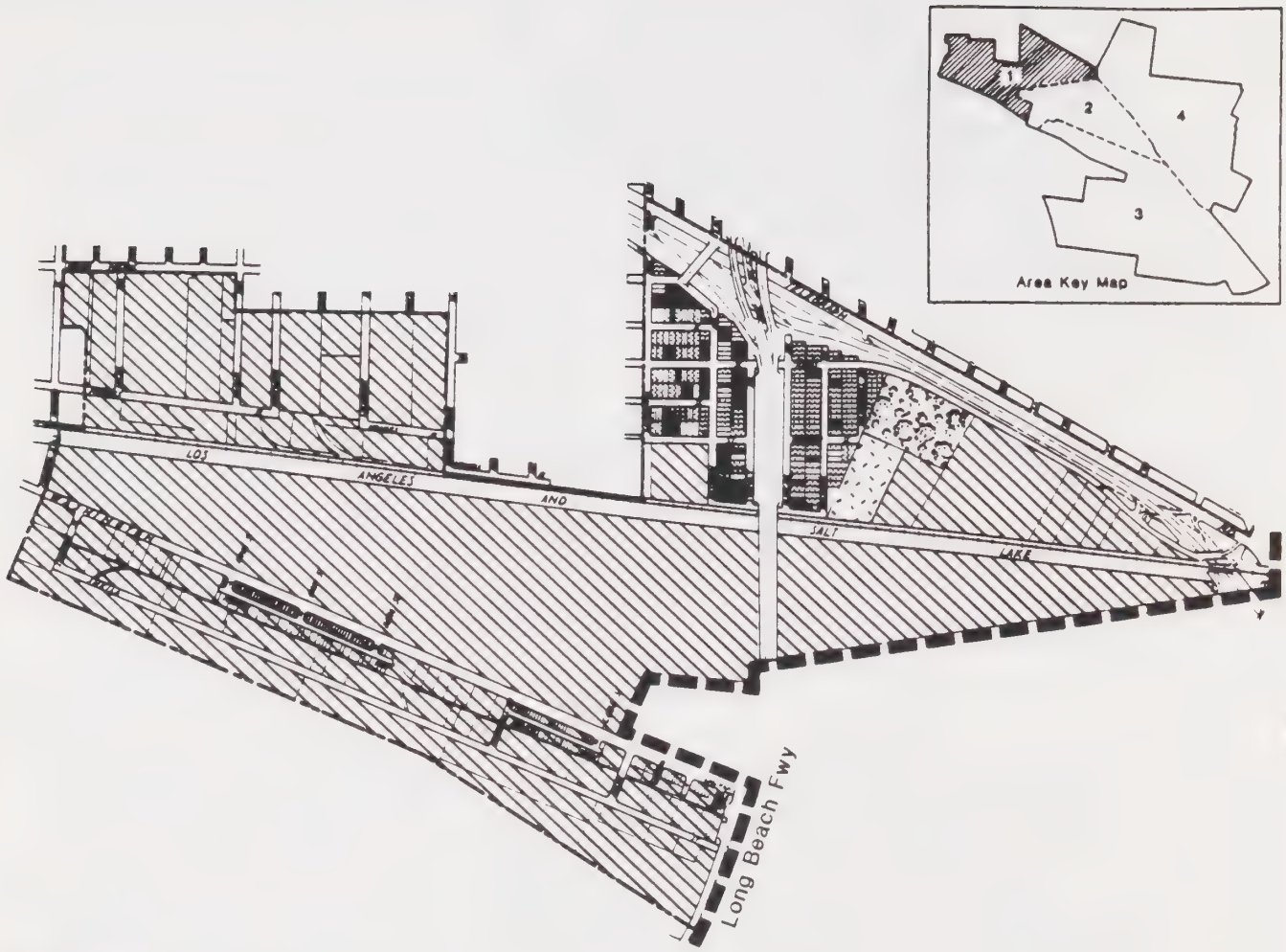
Industrial - Industrial uses cover 63.8 percent of the City's land area and these uses are located throughout Commerce. That portion of Commerce north of the Santa Ana Freeway almost exclusively supports industrial uses. Uses range from warehousing and distribution to heavy manufacturing and chemical production. Light manufacturing businesses and research and development operations have begun to locate in the Commerce Business Park. Extensive land area in the northwest section of the City is devoted to railyard uses (Union Pacific Railyard). It should be noted that parking lots and outside storage areas related to industrial uses have been incorporated into the industrial land use inventory.

Public and Institutional Facilities - Public facilities include schools, churches, libraries, City Hall, and other public and private institutional buildings. These facilities account for only 2.5 percent of the City's land use.

Open Space/Parks/Vacant Land - The major open space feature is a 55-acre utility easement which cuts through the eastern portion of the City. The City's four parks cover 35 acres of land. Vacant parcels are scattered throughout the City. The vacant lot count fluctuates frequently as old structures are torn down

and new buildings are erected in their place and this makes it difficult to prepare an accurate vacant land inventory. It can be assumed that anywhere from one to three percent of the City's land area may be vacant at any time.

Streets - Almost 20 percent of Commerce is covered by streets, freeways and railroad rights-of-way.



Single-Family Residential

Multi-Family Residential

Industrial

Public Facilities/Institutional

Open Space/Parks

General Plan
COMMERCE

Figure LU-12
Existing Land Use-
Area 1

Land Use Element
Technical Report-4

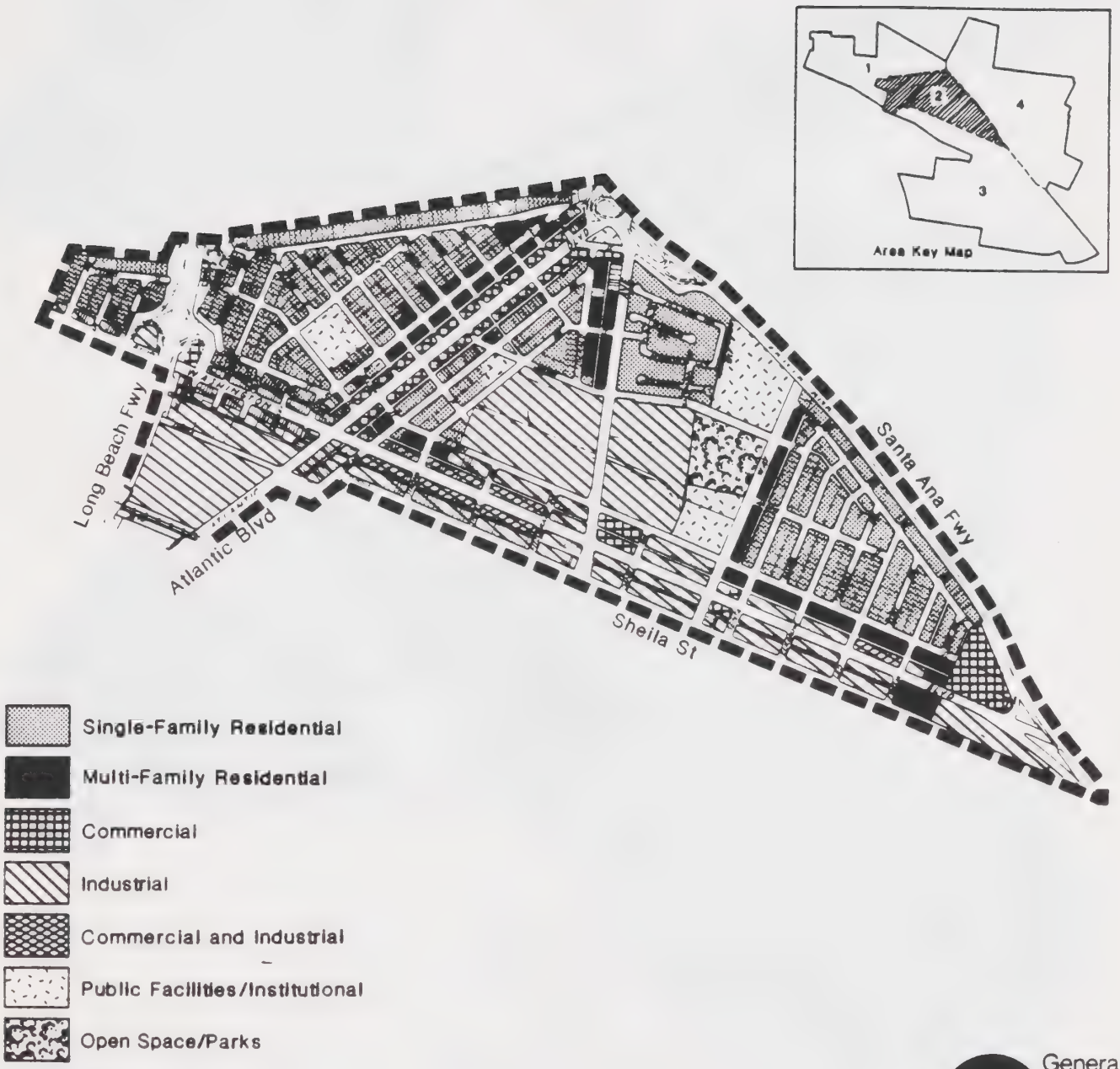
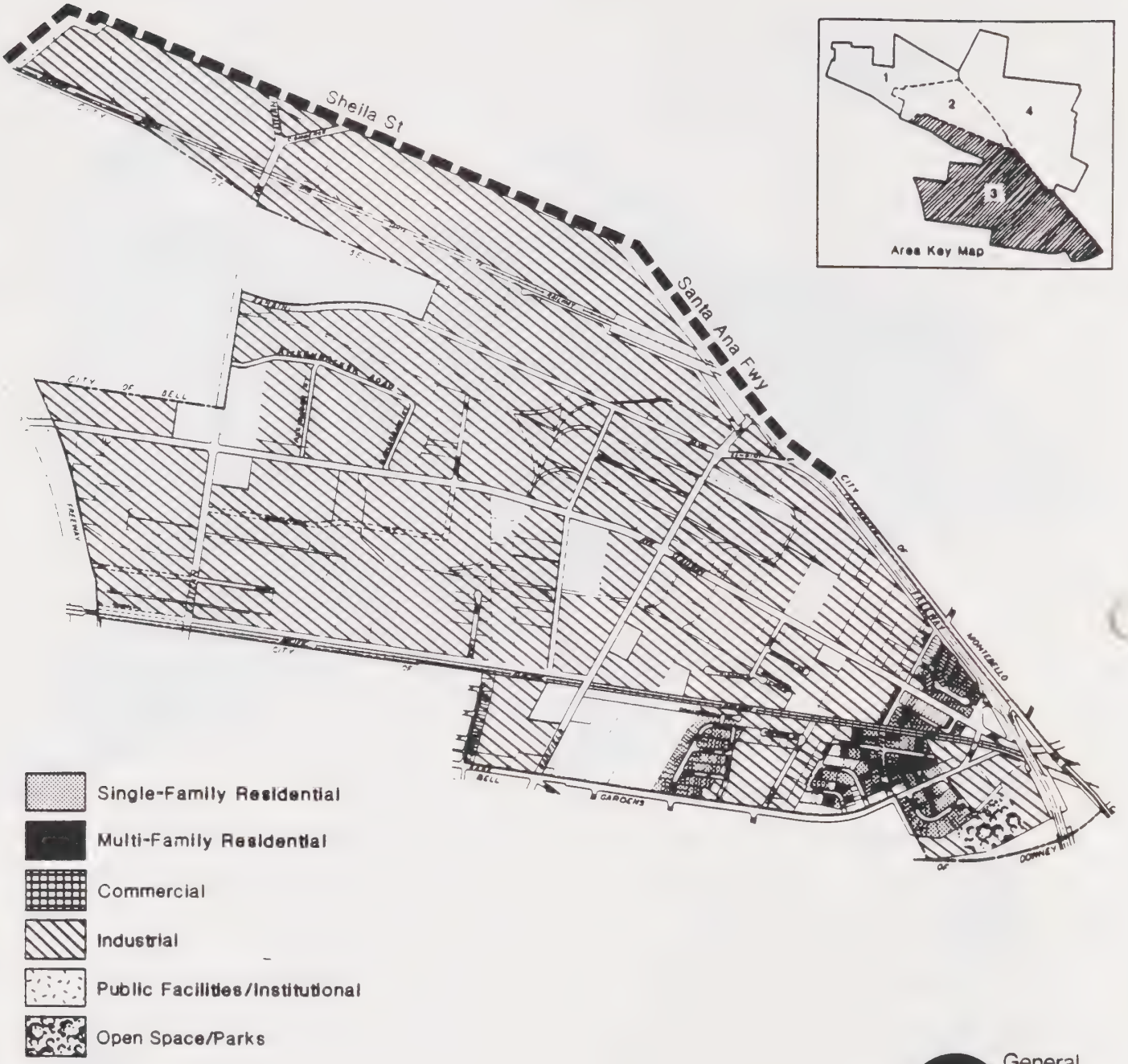


Figure LU-13
Existing Land Use-
Area 2



General Plan
COMMERCE

Figure LU-14
Existing Land Use-
Area 3

Land Use Element
Technical Report-6

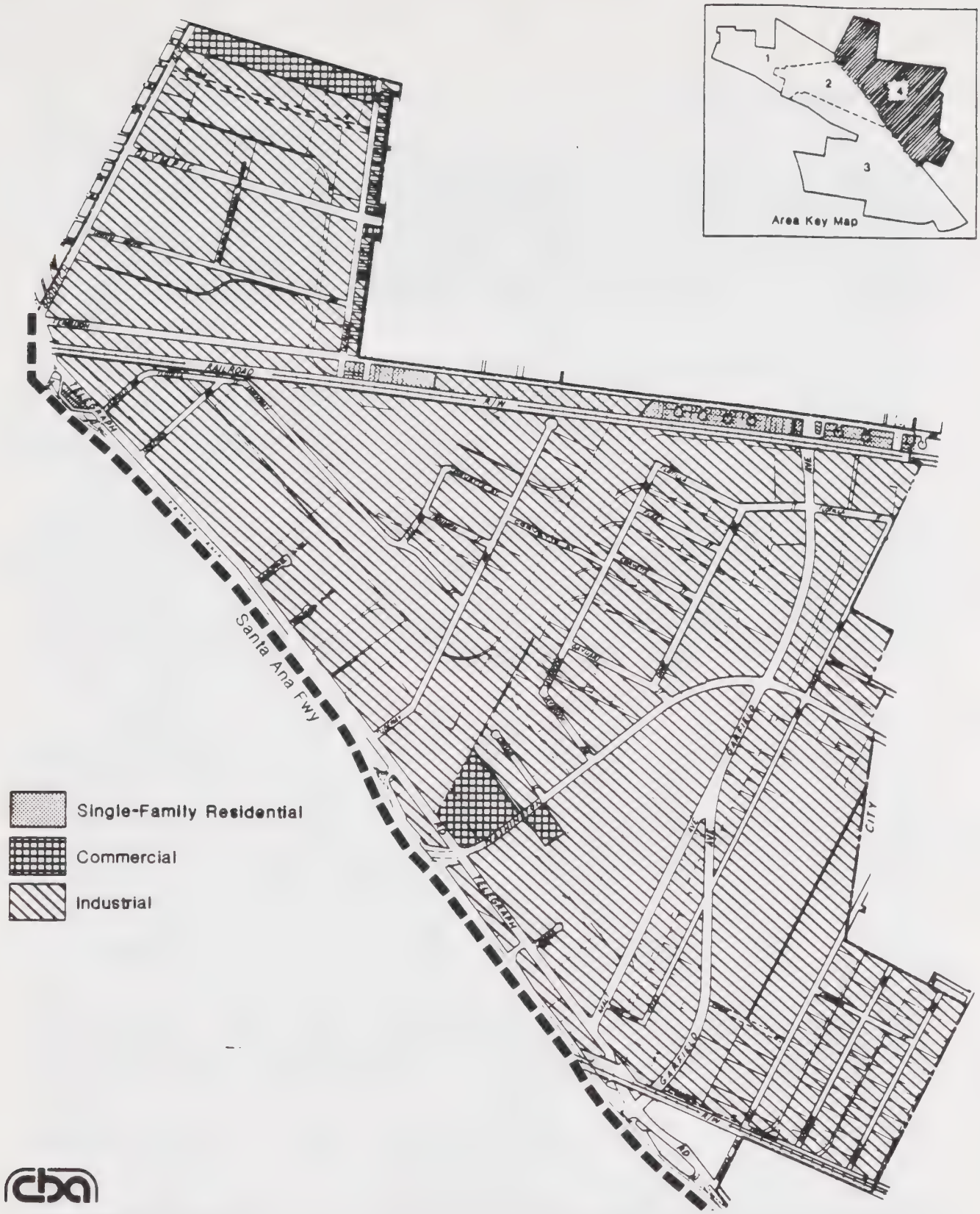


Figure LU-15
Existing Land Use-
Area 4

4.3 Land Use Trends

Commerce has been completely developed since before its incorporation in 1960. Over the past 26 years, industrial uses have predominated. A land use study prepared for the 1963 General Plan indicated that 60.1 percent of the City's land area was devoted to industrial uses. In 1972, the figure was reported to be 64.8 percent. Recent analysis shows that industries cover 63.8 percent of Commerce. Commerce has remained an industrial city.

Despite the apparent resistance to change and despite the lack of room for growth, subtle land use changes and trends have developed in both the industrial and residential sectors of the community. Continuous replacement and redevelopment of outdated industrial buildings in blighted areas has led to Commerce's emergence as a major warehousing/distribution center. The changes that have occurred in the City during the past decade are a reflection of nationwide trends as an outgrowth of a major industrial transformation. This transformation involved a shift from heavy, labor-intensive activities to smaller, medium-sized activities. Many of these larger firms, facing increased competition from abroad, were forced to close local plants or significantly scale down operations to remain competitive.

In the industrial sector, light manufacturing, research and development, and warehousing/distribution land uses have replaced the heavy manufacturing industries. Retail commercial and office facilities have begun to spring up around industrial parks, and those shifts in land use have caused the industrial land use inventory to decline slightly. Two good examples of this trend are the Commerce Business Park and the Citadel. The business park contains office buildings, restaurants and service commercial uses in addition to light manufacturing industries. The Citadel is to occupy the Uniroyal Tire Plant, and a multitude of land uses are proposed within the facility, including a hotel, restaurants and retail stores.

Residential redevelopment has created better living conditions for low and moderate income households. In general, public and private redevelopment efforts have strengthened the City and have made better use of existing land areas.

The trend in the residential community has been toward higher density single and multi-family developments. Since 1980, Commerce has significantly increased the owner occupied housing stock through the redevelopment of the Emil Avenue area in the Southeast neighborhood, and through the construction of Village Homes, a 140-unit subdivision near Eastern Avenue and the Santa Ana Freeway. Higher density townhome projects have been very successful in the Southeast neighborhood.

4.4 Existing Land Plans

Redevelopment Plans

Commerce has a very active Redevelopment Agency. Over the past 12 years, the Agency has established three redevelopment project areas and has adopted one redevelopment specific plan. These four plans cover both residential neighborhoods and large tracts of commercial and industrial properties. Figure LU-16 shows the boundaries of the plan areas. Each plan is described in greater detail below.

Project Area I - Established in 1974, this project area covers most of the southeast portion of the City. Most of the land area is devoted to commercial and industrial uses. The entire Southeast residential neighborhood, however, is included within the project area boundaries.

Extensive commercial and industrial redevelopment has occurred within Project Area I. Several old industrial buildings have been demolished to create space for new industrial, research and development and office/commercial developments. Other buildings have been substantially renovated to create more usable space. It is anticipated that between 1985 and 1988, over 4.8 million square feet of industrial and commercial space will be constructed in this area.

Within the Southeast area residential neighborhood, redevelopment is occurring with equal fervor. The City has adopted a specific plan for the Greenwood area. The plan provides for both rehabilitation and new construction. Newer townhomes have replaced dilapidated single-family units, and the Agency plans to encourage similar new developments in this area. A 75 unit senior citizen housing project is proposed in the vicinity of Zindel Avenue and Kuhl Drive.

Project Area II - This project area, adopted in 1979, is known as the Town Center Redevelopment Project. Like Project Area I, this area includes both residential and industrial/commercial properties. The project was designed to include six very specific projects in the north part of the City. Some of these projects have been completed. Both the Village Homes subdivision and Heritage Village Senior Housing Project were financed in part with Project Area II monies. Project Area II developments are shown on Figure LU-16.

Project Area III - Project Area III, commonly known as the Atlantic/Washington Revitalization Project, encompasses several acres of commercially zoned properties along Washington and Atlantic Boulevards (see Figure LU-16). The project was implemented in 1984.

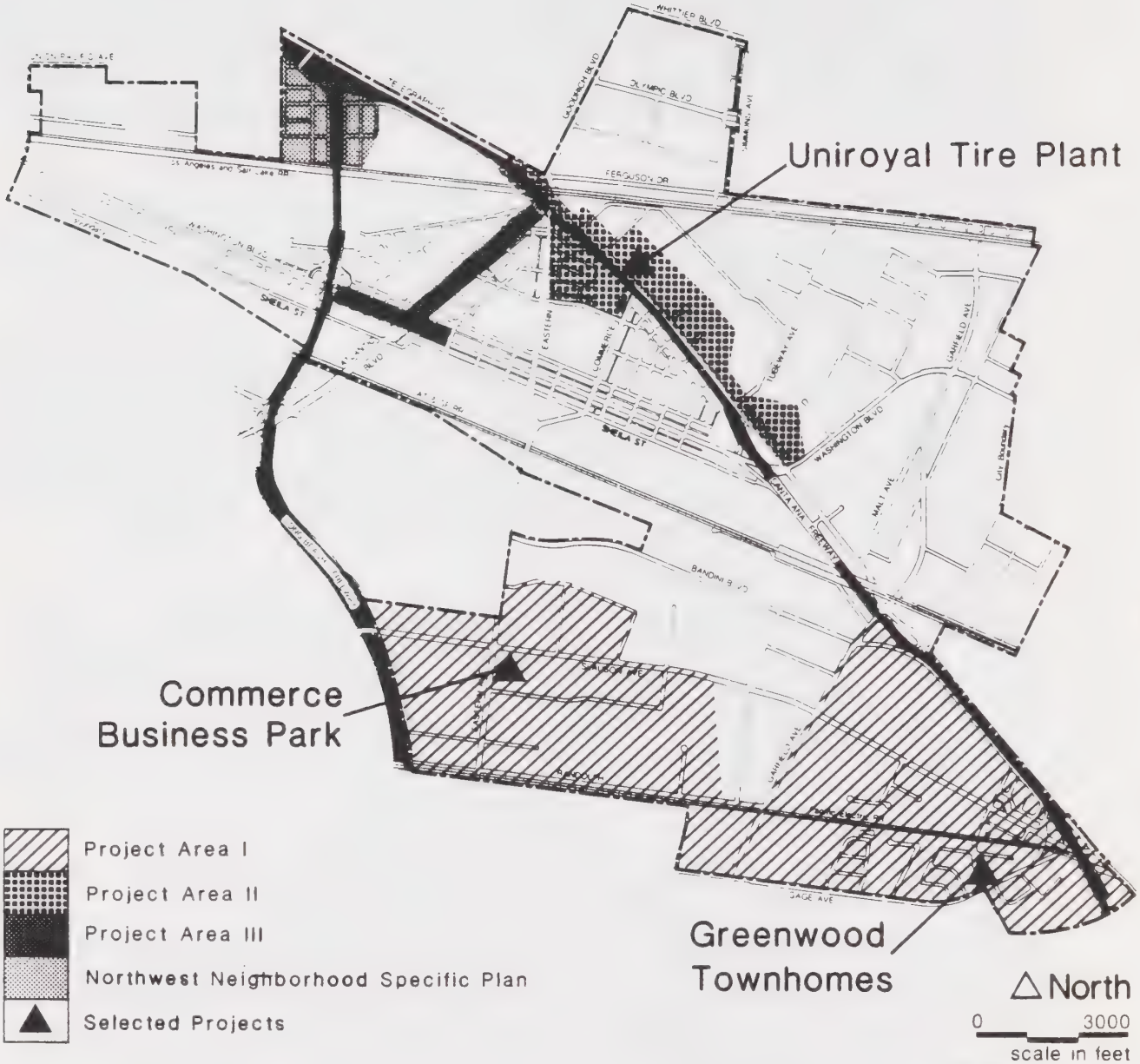


Figure LU-16
Existing Land Use Plans

Project programs do not propose substantial changes to this existing commercial strip. The force of the program is commercial revitalization and rehabilitation. Although several properties along these boulevards are zoned for industrial land uses, the City encourages commercial enterprises to locate in this area.

Northwest Neighborhood Specific Plan - In the spring of 1985 Commerce adopted a Specific Plan for the severely blighted Northwest neighborhood area. Through the Plan, the City seeks to revitalize the area by mitigating incompatible land use problems and by rehabilitating and replacing dilapidated housing units.

Zoning

The existing zoning map can be considered as a land use plan. This map defines allowable land uses within very precise boundaries, and oftentimes the lay public views the zoning map as the City's official land use guide.

4.5 Land Use Constraints

Several factors place constraints on new development and redevelopment within the City. Land availability and existing land use patterns can limit the extent and direction of growth. Environmental constraints sometimes place restrictions on the siting of land uses. Man-made environmental hazards create the biggest constraints.

Land Availibility - Large tracts of vacant, undeveloped land do not exist within the City thus limiting the possibilities of new development. Only through replacement and redevelopment can modern industrial parks and new housing projects provide an expanded employment base and an increase in housing opportunities.

The Redevelopment Agency actively acquires underutilized parcels in blighted areas for the purpose of lot consolidation. Consolidation greatly increases land use opportunities by expanding the usable land inventory. Land aquisition and redevelopment programs have gone far to create developable land areas within Commerce.

Existing Land Use Patterns - Commerce is an industrial city, with industrial land uses found in all areas of the City. The transportation routes which service the industries traverse the City in such a way that all areas of Commerce have direct access to either a freeway, a major roadway or a railway. Consequently, some residential areas are exposed to the fumes, dusts, noise and odors produced by both the industries and the vehicles which travel along the roads and rail lines.

Although the impacts created by the industrial uses and transportation corridors can be lessened, the pervasiveness of these land uses will restrict the siting of new residential and other sensitive land uses.

Environmental Constraints - Commerce is relatively free from naturally occurring environmental hazards though man-made hazards can place constraints on development. The City's industries and transportation corridors produce noise and fumes which adversely impact sensitive land uses. The industries using or responsible for the production of hazardous substances should be located some distance from residential neighborhoods and schools. In the past, industries have filled waste dumps and disposal sites with a variety of materials. These sites have since been covered and may pose hazards in the form of noxious gases and ground subsidence. Three such inactive waste sites have been identified in the City.

- Bethlehem Steel Company No. 1, 7100 East Slauson Avenue - This former Class III landfill has been developed with warehouses and manufacturing facilities. It is not known if the landfill site was excavated prior to development.

- Futernick Dump, 6955 East Slauson Avenue - Vacant buildings occupy this property. The Futernick Dump was a Class II landfill site. The extent of prior soil clean-up work on this site is not known.

- Salvage Corporation, 7100 East Gage Avenue - This site encompasses a portion of the property commonly known as the Watkins Property. This former Class II landfill has been partially developed (Veteran's Park), but a large portion is still vacant.

Approximate locations of these sites are shown in the figures included in the Public Safety Technical Report.

COMMERCE
General Plan

HOUSING ELEMENT

General Plan
COMMERCE

CITY OF COMMERCE GENERAL PLAN

HOUSING ELEMENT

September 8, 1987

Prepared by:

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1.0 INTRODUCTION

1.1 State Requirements

Within the last 10 years, the State Legislature has focused increased attention on housing issues in California. The State's growing population, particularly in the heavily urbanized areas of Los Angeles County, has placed increasing demands on the housing stock available to all income levels.

In recognition of the need of all persons to have sound, safe and affordable housing, the State has established definitive guidelines for General Plan Housing Elements. The Commerce General Plan Housing Element is contained in two documents which together fulfill the requirements of State Law. These documents are the Commerce General Plan Housing Element and the Housing Element Technical Report. This element is organized in a manner which will facilitate updating in accordance with State General Plan guidelines.

The Housing Element provides an overview of existing conditions, projects five year housing needs, and proposes goals and policies which will work toward making safe and sound housing available to all income groups in the City. The Technical Report contains necessary background data. Table H-1 summarizes the State requirements for housing elements and indicates how the Element and the Technical Report together fulfill those requirements.

State Law is very specific concerning the preparation and content of housing elements. The State Legislature understands their importance in implementing statewide goals for providing decent and suitable housing for all persons. The Legislature also recognizes the importance of providing affordable housing to households with low or moderate incomes. State Law makes it clear that the provision of affordable housing is the responsibility of all local governments and, using vested powers, local governments should make a conscious effort to see that there are housing

Required Housing Element Component	Reference
A. Housing Needs Assessment	
1. Analysis of population trends in Commerce	Technical Report Section 4.2
2. Analysis of employment trends in Commerce	Technical Report Section 4.5
3. Projection and quantification of Commerce's existing and projected housing needs for all income groups	Housing Element Section 2.1
4. Analysis and documentation of Commerce's housing characteristics including the following:	
a. level of housing cost compared to ability to pay;	Technical Report Section 4.4
b. overcrowding;	Technical Report Section 4.4
c. housing stock condition.	Technical Report Section 4.3
5. An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	Housing Element Section 1.3 Technical Report Section 4.4
6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels	Housing Element Section 1.3 Technical Report Section 4.6
7. Analysis of existing and potential non-governmental (private sector) constraints upon maintenance, improvement, or development of housing for all income levels	Housing Element Section 1.3 Technical Report Section 4.6
8. Analysis of special housing needs: (handicapped, elderly, large families, farm workers, and female-headed households	Technical Report Section 4.4
9. Analysis concerning the number of homeless persons in Commerce	Housing Element Section 2.1

Table H-1
State Requirements

Required Housing Element Component	Reference
10. Analysis of opportunities for energy conservation with respect to residential development	Housing Element Section 1.2
B. Goals, Objectives, and Policies	
1. Identification of the City of Commerce's community goal relative to maintenance, improvement, and development of housing	Housing Element Section 3.0
2. Quantified objectives and policies relative to the maintenance, improvement, and development of housing in Commerce	Housing Element Sections 2.2, 3.0
C. Implementation Program	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Implementation Plan Housing Element
2. Program to assist in the development of adequate housing to meet the needs of low and moderate income households	Implementation Plan Housing Element
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Commerce	Implementation Plan Housing Element
4. Conserve and improve the condition of the existing affordable housing stock in Commerce	Implementation Plan Housing Element

Table H-1
State Requirements (Cont.)

opportunities for all income groups (Section 65580). The intent of the State housing element requirements is based on the following concerns (Section 65581):

- Local governments should recognize their responsibilities in contributing to the attainment of the State's housing goals.

- Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goal.

- Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals.

- Each local government must cooperate with other local governments to address regional housing needs.

State requirements for the preparation of housing elements outline the types of analysis needed to assess existing and projected housing needs. In addition to the analysis, State Law specifies the nature of the community goals and the detail required in objectives and policies as they relate to housing. Finally, the State Law contains very specific information concerning the content and effect of programs identified to implement the housing element.

The Commerce Housing Element fulfills State requirements for housing element content. More importantly, however, the Element defines very specific programs which will satisfy the identified housing needs for all income groups. Furthermore, the Element proposes programs to protect the City's unique housing resources.

The citizens of Commerce played an important role in developing the goals and policies presented in the Housing Element. First, many citizens responded to a General Pan questionnaire which was distributed to all households. Second, a citizen's advisory group met five times early in the planning process to discuss, among other

things, the future of the City's residential neighborhoods. The group was instrumental in identifying housing issues, in preparing goals and policies and in establishing land use policy for the City's five distinct neighborhood areas.

Once a preferred land use policy alternative was developed, City staff held four neighborhood meetings to discuss proposed residential land use policy. The meetings were well attended. Many residents also attended the General Plan public hearings held before the Planning Commission and City Council. Commerce citizens provided input from the beginning to the end of the General Plan process.

1.2 Issues Identification

Virtually all of the land area within the City limits was developed when the City incorporated in 1960. Over the years, the lack of available land has presented unique challenges to the City in its efforts to provide housing for its growing population. Innovative redevelopment projects and strong housing rehabilitation programs have led to improvements in both the quantity and quality of available housing. However, the average household size continues to grow, placing increased pressures on the existing housing stock.

Nearly 95 percent of the City's residents live in five well defined neighborhoods. The neighborhoods are scattered throughout the City. Most housing units in these neighborhoods were built before 1960, and some units show signs of age and wear. In general, however, the housing stock is in good condition.

A detailed analysis of demographic and population characteristics in the City of Commerce reveals the following issues and trends:

- The average household size is increasing due to trends towards larger families. In 1980, the U.S. Census reported the average household size to be 3.59 persons. By 1986, the average household size had increased to 3.81 persons as reported in population estimates prepared by the State Department of Finance.

- Hispanics continue to comprise a high percentage (85 percent) of the City's population.

- There has been an increase in the number and percentage of elderly residents (over 65) in the City. The City's population as a whole has aged, although the median age (24.1 years) remains lower than the County median (29.8 years).

- The number of overcrowded households continues to increase.

- The median incomes for families in the City are lower in relation to Los Angeles County as a whole and higher when compared to the median household incomes of surrounding communities.

- Housing costs in Commerce are lower than housing costs in the surrounding region.

- Both the number and percentage of multi-family units has increased over time.

- Approximately 10 percent of the City's housing stock could be considered as candidates for participation in rehabilitation programs.

- The City has a historic low vacancy rate for housing units.

Although the City's population is increasing and limited physical space exists for residential expansion, many opportunities are available for improving and expanding the housing stock. These opportunities include:

- Housing Set Aside - The City Redevelopment Agency maintains an active residential set aside program which continues to provide new housing for low to moderate income groups.

- Civic Responsibility - City residents have great pride in ownership and take advantage of available housing rehabilitation programs. These programs are outlined in detail in Section 2.3 of this element.

- Code Enforcement - The City has a strong code enforcement program which works to improve the condition and appearance of single and multiple-family units.

1.3 Housing Constraints

The City of Commerce recognizes the need for sound, decent housing that is accessible to all income levels. However, numerous constraints must be overcome to produce the quantity and quality of housing required to satisfy the City's housing needs.

Land Inventory: The City of Commerce is completely developed with a limited number of vacant parcels available for residential development. In the past, new development has consisted of infill and replacement construction in existing residential neighborhoods. Within recent years the City Redevelopment Agency has sponsored major housing projects on lands converted from industrial uses to residential areas. However, similar opportunities no longer exist due to the growing strength and rehabilitation of industrial areas. Land use policy calls for existing land use patterns to remain. New residential development will occur only as infill or recycling of existing older units to higher density developments.

Market Constraints: As land values, construction costs and finance charges increase over time, the cost of all new housing will rise accordingly. In recent years the high cost of financing new construction and new home purchases has tempered private residential development in the City.

The City has no control over the market fluctuations which affect housing costs because market conditions result from a complex interplay of national economic policies and general economic conditions. The City Redevelopment Agency, however, has implemented projects and programs which encourage new construction and housing rehabilitation even during periods of a sluggish economy.

Housing costs in Commerce are relatively low compared to the average price of a home or average rental rate in Los Angeles County as a

whole. In 1980, the median house value in Commerce was $60,000, compared to $87,400 for Los Angeles County. Median rent was $185 in Commerce and $244 in the County.

Governmental Constraints: Governmental constraints may be administrative or financial. While administrative constraints serve to protect the community and to guide sound development, development can be hindered if policies and permit requirements are inconsistently applied and enforced.

The City's General Plan and zoning ordinance are the administrative tools used to establish residential land use patterns and residential densities. General Plan land use policy generally calls for existing land use densities to be retained. Higher densities will be permitted in the Ferguson and Southeast neighborhoods. However, land use policy will not provide for an increase in new units in the Bandini-Rosini, Rosewood or Northwest neighborhoods other than those used for infill or replacement housing. The unit count in the Northwest neighborhood will also remain stable as code enforcement activities and redevelopment efforts continue to implement policies calling for Medium Density Residential development.

State law requires zoning ordinance land use requirements to be consistent with general plan land use policy. In Commerce, the residential zone district density regulations conform to land use categories identified in the Land Use Element. The current balance of land use is not overly restrictive and will accommodate moderate growth in residential development in the General Plan.

While the local community effort to lower cost continues, some constraints have been added by the State. Energy conservation standards add expense to the per-unit housing cost. These additional costs may serve to disqualify low and moderate income home-buyers.

The State of California Energy Resources Conservation and Development Commission, Conservation Division, has established guidelines used by building code enforcement officials to implement energy regulations established by the California Energy Commission. All new development must demonstrate an effort to comply with regulations concerning energy consumption, and if necessary, implement specific design measures that will reduce energy consumption to what is considered "an acceptable level." The original regulations and subsequent amendments serve as an important mitigation device to reduce the potential electrical energy and natural gas consumption over what might be expected if the regulations did not exist.

In spite of the ongoing efforts to reduce the nation's dependence on nonrenewable energy resources and the conservation of energy, increased development will place greater demands on energy resources.

The City's current permit processing fees and procedures do not place significant financial constraints on residential development. The City does not charge any fees for site plan approval for either new single family or multi-family units. Permit processing time ranges from a few days for single family homes to three or four weeks for multi-family projects. The Los Angeles County Department of Building and Safety provides structural plan check services for the City. Plan check and building permit fees as of October 1986 are summarized on Table H-29 in the Housing Element Technical Report. These figures can be expected to change over the lifetime of this element.

Included in Table H-29 are fees which may be assessed by school districts. State law authorizes school districts to collect fees for all new residential development, including the expansion or reconstruction of existing housing units. Although State law places a cap on fee rates, the rates may be high enough to discourage unit construction. Those persons particularly affected may include residents seeking to add onto their homes to relieve household overcrowding.

Environmental Constraints: No known earthquake faults traverse Commerce, and the City is not exposed to natural environmental hazards such as flooding, slope erosion and landsliding. Commerce does lie within the dam inundation area of the Garvey Reservoir in Monterey Park. Dam rupture could result in the flooding of areas between Eastern Avenue and Garfield Avenue. The Ferguson Neighborhood and portions of the Rosewood neighborhood could be affected by the flooding.

Within the City limits, there are several man-made hazards which could constrain residential growth. These hazards include noise and industrial activities.

Residential land uses are sensitive to loud noises. State noise guidelines recommend that residential development be located in areas exposed to ambient outdoor noise levels no greater than 65 decibels (dBA). A citywide noise inventory performed in October of 1986 found that virtually all of the neighborhoods in Commerce are located in areas where noise levels exceed 65 dBA. Noise levels are not expected to decrease over time since the primary factors contributing to noise -- two major interstate freeway, three railway freight lines, a major railroad yard, local truck traffic -- will have a continued presence in the City.

All new residential development will need to meet General Plan Noise Element and State guidelines for exterior and interior ambient noise levels. Compliance with these guidelines may require more expensive construction techniques which may increase housing costs.

The industrial operations located throughout the City produce unpleasant dusts and odors which may be irritating and harmful to residents. Moreover, some industries produce and store toxic materials. Figures included in the Public Safety Technical Report highlights those industries identified as "high risk" industries. Both existing and new residential development should be protected from these potential health hazards.

2.0 PROPOSALS

2.1 Identification of Housing Needs

A primary goal of the City of Commerce is to ensure that all social and economic segments of the community have adequate housing to meet present and future needs. To implement this goal and the policies related to this goal, the City must target its housing and assistance programs toward those households with the greatest need. This section of the Housing Element identifies those categories of need as defined by Federal and State law. The four major need categories include: 1) housing needs which result from increased population growth; 2) housing needs which result from the deterioration of existing units; 3) housing needs which result from households paying more than they can afford for housing; and 4) housing needs which result from the presence of special needs groups such as very large families or female-headed households. Some households may fall into one or more of these categories. For example, a low income household may also be a single-parent household residing in a substandard housing unit.

Regional Housing Allocation: Since 1980, the population of Commerce has increased 16 percent. Much of the growth can be attributed to an increase in the average household size and the addition of new housing units to the housing stock. Since the 1980 Census was conducted, approximately 276 new units have been constructed in the City.

It is anticipated that population growth within the next five years will be attributed to two primary factors: 1) immigration attracted to the City by new housing opportunities; and 2) increased household size due to natural increases in the population and demographic trends which favor younger families with greater numbers of dependent children. Because the City is largely built-out, it can be expected that increased household size will be a major component of population growth.

Since 1980, the average household size in Commerce has increased by about .22 persons per household (from 3.59 in 1980 to an estimated 3.81 in 1986). Demographic data for Hispanic communities in Los Angeles County indicates that household sizes will continue to increase as greater numbers of immigrants settle in the metropolitan Los Angeles area. Information provided by the Southern California Association of Governments (SCAG) indicate that the population of the East Central Los Angeles area is increasing at an average annual rate of 1.2 percent. If Commerce alone were to grow at a 1.2 annual percentage rate, an estimated 14,068 people would live in Commerce by 1992, and by the year 2000, the population would swell to 15,836.

To fulfill the growing demand for housing in the Southern California region, Commerce will continue to provide additional single and multiple-family housing units for all income groups. The SCAG 1983 Regional Housing Allocation Model (SCAG-RHAM) calls for Commerce to provide 319 units in the next five year period (1987-1992). (The 1982 SCAG-RHAM has been updated as provided in SCAG's July 9, 1984 letter to SCAG region planning directors.) Table H-2 shows how the units should be distributed among the various income groups according to the SCAG-RHAM. The SCAG-RHAM figures serve as guidelines, not mandates, for the provision of new housing.

Because limited space is available in Commerce for new residential development, it may be difficult for the City to provide housing in accord with SCAG's regional housing goals. The City's land use policy, market demands for new housing, and population growth are also important considerations in determining housing needs within the next five year period.

In the past, Commerce has aggressively pursued regional housing goals through a series of aggressive and innovative housing programs. Between 1981 and 1986, the City exceeded its housing allocation. The 1981 Housing Element predicted a need for 262 units over a five year planning period. During that time, approximately 276 new units were provided. A majority of the units were built for low and moderate income households.

Substandard Housing: A housing condition survey was conducted by Cotton/Beland/Associates, consultants to the City, in March of 1986. The survey identified a total of 226 units in poor condition, that is, units requiring minor to substantial rehabilitation. In addition, 32 units were determined to be as blighted and in need of replacement.

The Northwest Neighborhood contains the highest percentage of substandard and dilapidated units with over 20 percent of the units in some state of disrepair. In March of 1985 the City adopted the Northwest Neighborhood Specific Plan for the purpose of improving housing conditions in this neighborhood. The Specific Plan is presently being implemented as City resources permit.

The age of the housing stock is a major contributor to overall housing conditions in the City. Over 50 percent of the existing units were constructed prior to 1950. Only 12 percent have been built in the past 16 years (1970 - 1986). The majority of the new units were constructed in the Village Homes subdivision, a Redevelopment Agency project which provided 140 single-family homes for low to moderate income households and 96 multi-family units for senior citizen households.

Housing Affordability: The Federal Government has adopted a national standard that is used to identify households with housing costs in excess of the amount the households are able to afford. These standards indicate that a household paying more than 30 percent of its gross monthly earnings for housing may be paying more than it can afford. The Federal standard assumes that any greater proportion paid for housing will result in less money available for food, clothing, health care and other necessities.

Data supplied by the 1980 U.S. Census indicates that 21 percent of all Commerce households, or 606 total households, are paying more than 30 percent of their gross monthly income for housing. Approximately 507 lower income households (those earning less than or equal to 80 percent of the median County income) are overpaying for housing. Renters comprise 394 (78 percent) of these lower income households. Low

income renters are particularly vulnerable to the effects of rising housing costs because low income wages generally do not increase in proportion to increases in the cost of living.

Special Needs Groups: State Housing Law requires housing elements to address housing needs of the following special needs groups: the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. A single household may fall into one or more of the special needs categories.

Handicapped - The 1980 U.S. Census reported 162 handicapped households in Commerce. Handicapped households do not necessarily require specialized group or institutional quarters. Rather, many handicapped persons and households have ambulatory disabilities which can be accommodated in standard housing units adapted to meet handicapped needs. Title 24, Part II of the California Administrative Code requires most multi-family rental units to be constructed to be handicapped adaptable (e.g. larger bathrooms, wider halls, structural provisions for handrails).

Elderly - The elderly comprise 5.4 percent (155 total households) of the City's household population. Over 13 percent of these elderly households are classified as impoverished. Because many elderly persons live on fixed incomes, increases in housing costs can significantly impact the percentage of monthly income which elderly households pay for housing.

In the past, the Commerce Redevelopment Agency has responded to the elderly housing need by increasing low-cost housing opportunities for senior citizens. Redevelopment monies in part have financed the Heritage Village Senior Apartments (96 rental units) and the Lanto Senior Complex (7 condominium units). The Redevelopment Agency currently is preparing plans for a 76 unit senior citizen apartment development in the Southeast neighborhood.

Large Families: A total of 837 households (29 percent of all households) in Commerce have five or more persons living in a single household. This is a high percentage compared to comparable statistics reported for the region and in part may explain why Commerce has an equally high percentage of overcrowded households. Over 28 percent of the households (808 total) have been determined to be overcrowded. In 1980, the average household size in Commerce was 3.59 persons, whereas Los Angeles County as a whole averaged 2.75 persons per household. By 1986, the average Commerce household increased in size to 3.81 persons, up 6.1 percent from 1980.

Large families and overcrowded households place unusual strains on the existing housing stock. Many of the City's older homes are small two and three bedroom units. To accommodate large families, residents have constructed room additions and second units on small single family lots, thereby exacerbating overcrowding problems throughout entire neighborhoods. Many of the additions have been constructed illegally. Poor construction techniques have contributed to the premature dilapidation of many housing units.

Farmworkers: Most Commerce residents (89 percent) work in the Los Angeles - Long Beach Metropolitan area in non-agricultural occupations. The SCAG 1983 Regional Housing Allocation Model identified seven (7) farmworker households in the City, accounting only 0.2 percent of total households in the City. Six of the seven households, according SCAG, qualify for housing assistance.

Female-Headed Households: Female-headed households account for 15.9 percent (458 total) of the City's household population. One hundred twenty-five (125) of these households have been identified as impoverished.

The City has not established programs particularly aimed at female-headed households. In many instances, female-headed households qualify for assistance under other needs categories.

Families and Persons in Need of Emergency Shelter: Recent amendments to State housing law require jurisdictions to assess the housing needs of local homeless populations.

The transient habits of the homeless make accurate needs assessments difficult. Estimates of the number of homeless in Los Angeles County range from 25,000 to 75,000. Almost half of the homeless population is believed to be concentrated in the Skid Row area of downtown Los Angeles.

No independent studies have been performed to determine the extent of homelessness in Commerce. The churches in Commerce do not offer emergency shelter to individuals or families, and the County does not maintain shelters in the City, therefore it is believed that the homeless population in Commerce is low. Vagrancy reports do not provide an accurate picture of the homeless population because state laws limit the ability of government officials to count these persons among the homeless.

As the homeless problem continues to become an increasing concern in Southern California, Commerce will obtain a clearer picture of its own need for emergency shelters. Ongoing public and private studies will produce a better understanding of the extent of homelessness and its impact on individual cities within the Los Angeles area.

A. Growth Needs (Source: SCAG-RHAM)

Year	Very Low Income	Low Income	Moderate Income	Upper Income	Total
1987-1992	64 d.u.	78.d.u.	72.d.u.	105 d.u.	319 d.u.

B. Overpayment for Housing (Source: 1980 U.S. Census)

	Income Level			
Tenure	<$10,000	$10,000-19,999	>$20,000	Total
Owners	90	51	41	182
Renters	370	54	0	424
Total	460	105	41	606

C. Housing Condition (Source: Cotton/Beland/Associates Survey - 1986)

Unit Condition	Number of Units	% of City Total
Substandard	226	8.2
Dilapidated	32	1.2

D. Special Needs* (Source: 1980 U.S. Census)

Special Need	Number of Households	Percent of All Households
Handicapped	162	5.6
Elderly	155	5.4
Large Family	837	29.0
Farmworker	7	0.7
Female-Headed Household	458	15.9
Overcrowded	808	28.0

* Some households may be classified in more than one category.

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Table H-2
Growth Needs Based on
Local Income Distribution 1987-1992

2.2 Programs and Goals

A variety of housing assistance programs are available through the City's Redevelopment Agency. These programs are designed primarily to assist special needs groups with home maintenance and home improvement. Some program funds may also be used to construct room additions, thereby relieving unit overcrowding.

The City Redevelopment Agency also maintains several ongoing programs which provide new housing units and assist in financing home and neighborhood improvements throughout the City.

The Agency uses redevelopment set-aside funds to acquire vacant lots and to purchase substandard and dilapidated housing units. Where possible, residential lots are consolidated to facilitate development of higher density projects. Redevelopment funds have also been used to subsidize construction of single family homes for lower income households. Several of the existing loan and rebate programs utilize redevelopment monies to supplement available State and Federal housing program funds.

The Redevelopment Agency will continue to use a minimum of 20 percent of tax increment revenues to finance housing programs for low and moderate income households. Implementation of the Greenwood Neighborhood Development Plan will continue with the Agency acquiring lots for recycling to higher densities. The Agency will also continue to replace nonconforming and dilapidated units in the Northwest area through implementation of the Northwest Neighborhood Specific Plan.

The City's existing housing programs are described below. Housing program goals are summarized in Table H-3.

Handyman Program - The Maravilla Foundation, a non-profit service organization, administers the City's Handyman Program. The program provides yard clean-up services for low income elderly and disabled households. Handyman funds are provided through the Community Development Block Grant (CDBG) program. Through the Handyman Program the City seeks to upgrade the appearance of the City's neighborhoods.

Program	Responsible Agency	Funding	Annual Goals 1980-86 (Achieved)	Annual Goals 1987-92	Comments
Handyman	Community Development	Redevelopment Agency, CDBG	N/A	10	Will rely primarily on Redevelopment Agency funds
Low Interest Loans	Community Development	Redevelopment Agency	94	19	
Deferred Loans	Community Development	Redevelopment Agency	44	40	
Rebates	Community Development	Redevelopment Agency	495	100	Assuming continued availability of Federal funding
Section 8	Los Angeles County	HUD	42	8	
Elderly Housing	Redevelopment Agency	Redevelopment Agency, HUD	300	9	
Housing Relocation	Redevelopment Agency	Redevelopment Agency	475*	20	
Code Enforcement	Community Development	Community Development	N/A	100	

N/A = Information not available
*Major 140 unit project (Village Homes) constructed in 1981.

The City does not anticipate continued CDBG funding from existing sources. However, the Handyman Program will remain available to qualifying households through financing provided by the Redevelopment Agency, which will fund the program using tax increment revenue.

Low Interest Loans - The Low Interest Loan Program is available to anyone who meets the eligibility requirements. The maximum loan amount is $15,000 with a maximum 30 year repayment schedule at a six percent yearly interest rate. Loan funds may be used for the rehabilitation of privately-owned housing structures consisting of one to four units and must be at least 10 years old. Units must be in a less than adequate condition due to either age or neglected maintenance.

The City actively solicits homeowner participation in the low interest loan program to ensure that existing housing units provide safe and decent shelter for residents. Through code enforcement activities the City will continue to identify units in need of repair. Households qualifying for the program will receive assistance and guidance from Community Redevelopment staff. A total of 94 households participated in the Low Interest Loan Program between 1980 and 1986. This program will be continued with an annual goal of 19 households participating in the program during the next five-year period (1987-1992).

Deferred Loans - This program provides deferred loans up to $12,500 for persons who are 1) 62 years of age or older, and receiving social security benefits; 2) disabled or handicapped; or 3) members of a very low income family, as per Section 8 definition. Also, loans may be issued to persons living in units which "manifest a clear and present risk of harm to the health and safety of the occupants or neighboring residents."

Deferred loans, like low interest loans, are designed to assist special needs households with unit maintenance. By encouraging improvement and maintenance of the existing

housing stock, the City can reduce the cost to the community of providing housing for these special needs groups. Code enforcement and Community Redevelopment staff efforts will continue to encourage participation in the deferred loan program. Funding is provided by redevelopment tax increment revenue.

During the 1980-1986 period, 44 households participated in the Deferred Loan Program. This program will be continued with a 1987-1992 goal of 40 additional households per year.

Rebate Program - The Rebate Program permits homeowners and property owners to receive a 40 percent rebate on the cost of building materials for unit rehabilitation or room additions. Rebate amounts are limited to $7,500, and applicants' incomes cannot exceed 80 percent of the County median income to qualify for the program.

Again, the rebate program is targeted at lower income households. The rebates enable homeowners to construct room additions which can ease household overcrowding. Funds may also be used to perform home improvements. Like the loan programs, program implementation will be the responsibility of code enforcement and Community Redevelopment staff members. The City plans to continue financing the rebate program with redevelopment funds.

The Rebate program assisted 495 households during the period between 1980 to 1986. This program will continue to provide assistance to 500 households during the next five-year period (1987-1992).

Section 8 Housing Assistance - The County of Los Angeles provides Section 8 rental assistance to lower-income renters through the Los Angeles County Housing Authority. The County will continue to administer the program as long as funding is available. Whenever possible, City staff will refer potential Section 8 households to the County for housing assistance. Section 8 housing assistance was provided to 42 households between October 1982 and March 1986. This program will continue as long as Federal funds are available to implement the program.

Elderly Housing - The Redevelopment Agency has made the provision of affordable housing through financing for the elderly residents in the City. During the five-year period between October 1982 and March 1986, 300 units were financed for exclusive use by elderly persons through the Redevelopment Agency. An additional 76 units will be constructed during 1987. The City remains committed to the goal of ensuring that elderly residents have access to sound, safe, and decent housing. The City of Commerce Redevelopment Agency will provide financing for 45 new units for qualifying elderly persons during the five-year period beginning in 1987 through 1992.

Funding for the development of elderly housing will come from a variety of sources. The primary responsibility for these projects will continue to be with the City of Commerce Redevelopment Agency.

Housing Relocation Programs - The City of Commerce Redevelopment Agency will implement the Land Use Element and Housing Element goals that call for the relocation of housing units in industrial areas to areas that are more compatible with residential development. Much of this activity has occurred in the Northwest Planning Area though these efforts will be expanded to include residential development in the Atlantic/Washington Planning Area. Ongoing housing relocation efforts in the Northwest Planning Area will be continued.

The City will replace units lost due to the implementation of the land use policy. The implementation of the land use policy will be long-term in nature and will not result in any significant or immediate increase in the demand for housing. The Redevelopment Agency provided 475 new units for replacement housing during

the five-year period between 1981 and 1986. The goal for replacement housing during the next five year period will be 100 new units.

Principal funding for the relocation program will come from the Redevelopment Agency, which will commit 20 percent of its tax increment revenue to housing-related projects.

New Housing - The City of Commerce will encourage new residential development in those areas where such development is appropriate and permitted under land use policy. Virtually all new development will involve infill or replacement housing according to "build-out" projections. The City could accommodate additional units with the implementation of the Land Use Policy.

The new housing will include projects financed by both public and private sources. Many of these new units will be provided by the programs discussed previously. The Redevelopment Agency has been very active in the past ten years and has provided much of the required capital to finance new residential development during this period.

In addition, the Redevelopment Agency will target 32 units identified as being dilapidated for demolition and subsequent construction of replacement housing.

During the past five-year period, the Redevelopment Agency has assisted in the financing, rehabilitation or construction costs for 437 households. During the 1987-1992 period, the Redevelopment Agency anticipates that an additional 50 new units will be constructed with Agency assistance. This number does not include new units constructed under the programs cited above.

New housing starts undertaken by the private sector are difficult to project given the many factors that may affect the "housing market." An estimated 235 residential building permits were issued during the five-year period

beginning in 1981 and this included a significant number of units that received some form of assistance.

The City of Commerce will encourage new residential development in those areas of the City where such development is appropriate. An estimated 1,130 additional units are possible under the land use policy described in the Land Use Element. Much of the new residential development will occur in the Ferguson and Southeast Planning Areas where "High Density Development" is permitted which, overall, exceeds the existing densities.

Code Enforcement - The City employs a full-time Property Maintenance Officer who responds to maintenance complaints. The officer also surveys the neighborhoods to look for units requiring rehabilitation or replacement. The maintenance officer works closely with the Community Redevelopment staff and property owners to identify units in need of housing assistance.

In order to address the continuing problem of illegal units, the maintenance officer surveys the City to identify illegal units, to notify property owners that they are in violation of City law and the steps necessary to bring their properties into compliance with City codes. These efforts result in improved maintenance of housing units throughout the City. Housing policies call for code enforcement staffing to be maintained at a level which will allow all residential properties to be inspected on a regular basis.

Other Programs - In the past, the City has used UDAG funds and an SB 99 bond issue to subsidize construction of 140 new single-family homes in the Rosewood neighborhood. Senior citizen housing projects have been funded by the California Housing Finance Agency and the Federal Section 8 NOW Construction Program. The City will continue to use available Federal and State resources to supplement City housing programs.

The City's zoning regulations in a sense offer low-cost housing programs. Provisions for manufactured homes, "granny flats" and density bonuses present homeowners and developers with opportunities for building lower cost residential units.

Manufactured homes, or mobile homes, typically are less expensive than standard stick-built units. The zoning code indicates that manufactured homes may be placed on R-3 lots, provided that the units conform to all R-3 zoning requirements (e.g. setbacks, parking spaces). The City may require homeowners to modify manufactured homes to resemble surrounding conventional units.

The zoning code permits more than one unit to be built on an R-1, single family lot. These second units, commonly referred to as "granny flats," may provide housing for relatives of persons living in the primary unit; granny flats cannot be rented. Such units may help fulfill the housing needs of the City's elderly residents.

Density bonuses are incentives the City may offer to private developers in exchange for increased low and moderate income housing units. Developers may be permitted to exceed zoning density caps by 25 percent if proposed housing projects guarantee a number of new units will be affordable to low and moderate income households.

2.3 Land Use Policy and Housing and Future Population

Projecting the population for Commerce is not an easy task given the fact that historic growth rates fail to reflect the direction of more recent trends. From 1960 to 1970 the City experienced a gradual population increase, although in the decade following 1970 the population actually declined. Within the past six years, however, the number of people living in the City has increased substantially, from 10,509 persons in 1980 to an estimated 12,192 in 1986. Much of this growth can be attributed to an increase in the number of dwelling units and to an increase in average household size. Commerce has absorbed a significant number of residents migrating into Los Angeles from Mexico and South America in recent years. A complete discussion of growth trends is provided in the Housing Element Technical Report.

Four separate and distinct population forecasts have been made for Commerce using the following data sources: the 1980 U.S. Census; the 1986 Census of Central Los Angeles County, Department of Finance (DOF) population estimates; and preliminary SCAG population policy forecasts. Additionally, population projections have been made based on General Plan land use policy. Land use policy places a theoretical limit on the number of housing units which can be provided in the City given the amount of land available and the building intensities permitted. This in turn may establish a population cap, assuming the household size remains constant.

Residential Development in Land Use Policy:

The Commerce General Plan Land Use Policy Map recognizes three categories of residential land use. These categories are described in the Land Use Element as follows:

Low Density Residential: This category is characterized by single-family residential development. Low density development corresponds to the R-1 zoning designation. Densities may range from 0 to 11 dwelling units per acre. Assuming that the average household

size for the individual neighborhoods determined in the 1980 Census remains constant, the build-out population for this category will be 5,193 persons living in 1,491 units. If only 80 percent build-out is achieved, which is considered likely by SCAG, the total population in this category will be 4,156 persons living in 1,192 units.

Medium Density Residential: This designation corresponds to the R-2 zoning designation. Duplexes and detached single-family units may be constructed in medium density areas. The units may be built within a density range of 0 to 17 units per acre. Given the same assumptions considered in the "Low Density Category", the build-out population will be 5,135 persons living in 1,386 units. Assuming that 80 percent build-out is achieved, 1,110 units are possible in this category with a total population of 4,108 persons.

High Density Residential: This category of land use allows for multiple-family residential development, similar to the R-3 zone designation. Development may include condominium and townhome projects. Densities may range from 0 to 27 units per acre. Under a build-out scenario that considered 80 percent build-out, the total number of units possible in this category is 1,059 units with a corresponding population of 7,388 persons.

Because the City's neighborhoods are completely developed and the General Plan Land Use Policy map does not provide for substantial additions to the residential land inventory, large population increases are not anticipated. Land use policy generally calls for retention of existing residential densities and preservation of existing single-family neighborhoods in most areas. Additions to the housing stock will result from limited infill construction and future long-term recycling of housing units throughout the City.

Over time, notable increases in the City's housing stock may result from redevelopment and new development activities in the Southeast and Ferguson neighborhoods. Land use policy permits high density residential development in both areas. Continued implementation of the Greenwood Neighborhood Development Plan will encourage recycling to higher densities throughout a large portion of the Southeast Planning Area.

More significantly, land use policy will allow for some existing industrial properties to convert to high density residential land uses in two areas of the City. Approximately ten acres of industrially developed land (comprised of 42 separate lots) in the Ferguson neighborhood may be redeveloped with residential uses. As indicated above, land use policy calls for a specific plan to be prepared for the neighborhood.

The total dwelling unit count and maximum population which could be expected if the residential neighborhoods were developed and occupied to capacity is significantly greater than the existing population and number of housing units. This theoretical capacity assumes that all parcels would be developed to the maximum allowable densities. A second measure of development capacity is referred to as "effective capacity" which recognizes those factors that may affect future development including those neighborhoods that will not recycle to higher densities. The Southern California Association of Governments (SCAG) supports the idea that effective capacity generally may be calculated to be 80 percent of theoretical capacity.

Population Projections:

A series of population projections were prepared for the City of Commerce to ascertain when the City would achieve "theoretical capacity." Population projections generally rely on historical population data to "project" the future population growth. Three types of population projections or models were employed in this instance: shift, share, and linear models. These projections are then compared to SCAG population projections for the City as well as the "build-out" projections discussed in the preceding section.

Figure H-1 graphically compares three separate population projections to the population cap suggested by Table H-4. The 1980 Census and 1975 and 1985 Department of Finance data were made using shift, share and linear projection models. The SCAG data presented represents SCAG's policy projections for the years 2000 and 2010.

Linear projections assume that a city will continue to grow at historic rates. Shift and share models, however, calculate growth as a percentage of regional (in this case, County) population growth.

Population projections utilized Department of Finance data for 1985 rather than Census data from the Special Central Los Angeles Census conducted in 1986. Inherent problems arise in using the latter to project the population for Commerce. First, a review of the Census's report for Commerce reveals that data for a census tract not within the incorporated City limits were included in population and dwelling unit enumeration for Commerce, leading to an assumed overcount of 198 persons. Second, by coincidence, the total number of dwelling units reported (including those in the erroneous census tract) matched the 1985 DOF unit estimate, indicating possible data manipulation. Finally, most undocumented persons living in the City are not recorded in Census figures; therefore, the actual population may be higher than reported. In sum, 1986 the Census figures do not provide optimum base data for making population projections.

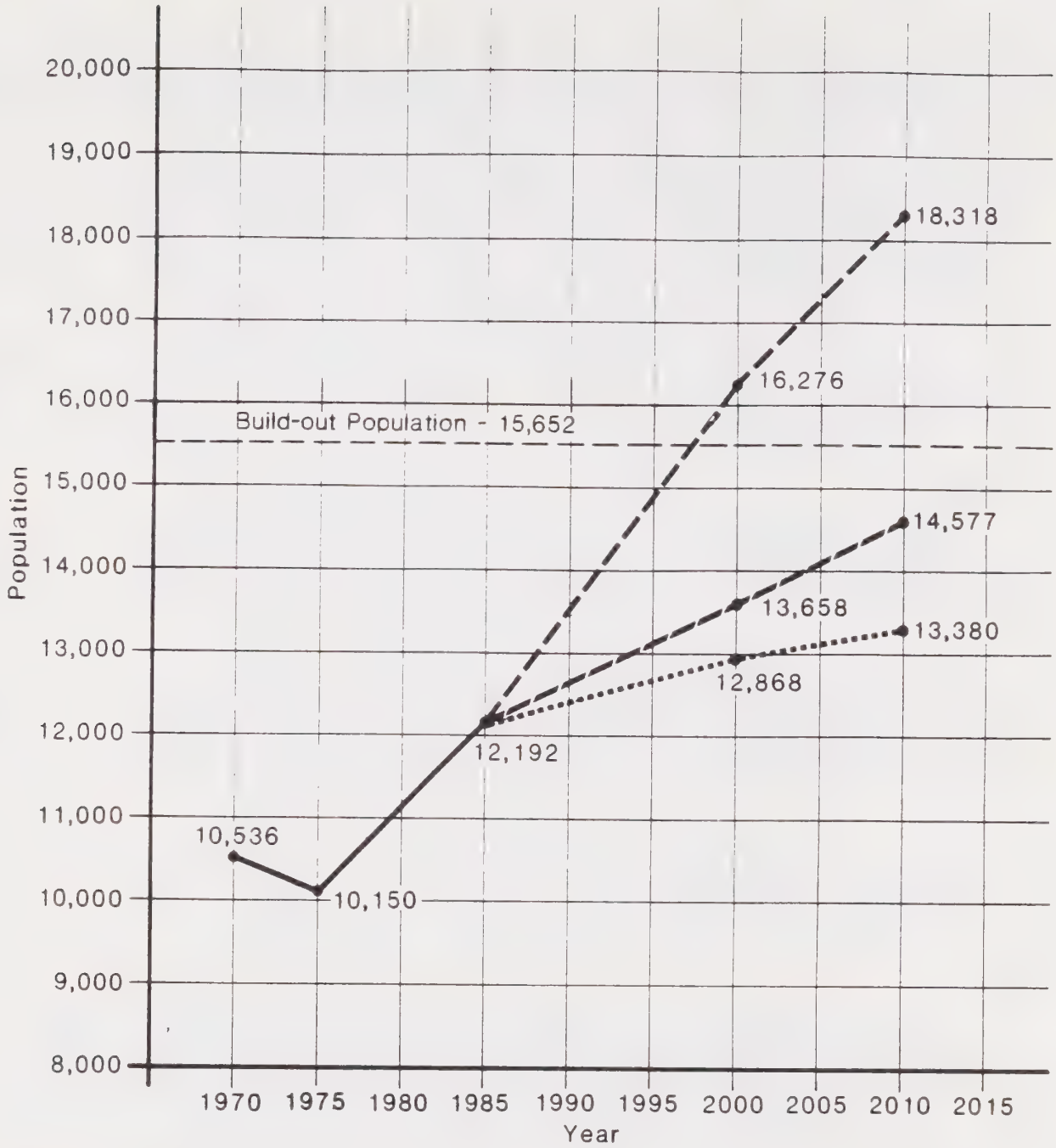
Assuming that total build-out is achieved, the City's housing stock would increase to 5,453 units with a corresponding population of 19,565 persons, assuming that average household size identified in the 1980 Census remains constant. If effective capacity, (80 percent build-out) is achieved, the City's housing stock would increase to 4,362 units with a corresponding population of 15,652 persons.

Planning Area/ Land Use Designation	Area in Acres (1)	Allowable Density (DU/Acre)	Total Units	Household Size (2)	Total Population
Bandini-Rosini					
Low Density Residential	64.33	11	566	3.46	1,959
Medium Density Residential	31.01	17	422	3.46	1,459
High Density Residential	6.41	27	138	3.46	479
Rosewood					
Low Density Residential	54.19	11	477	3.51	1,674
Medium Density Residential	12.79	17	174	3.51	611
High Density Residential (3)	4.27	27	92	3.51	324
Northwest					
Low Density Residential	0.00	11	0	4.23	0
Medium Density Residential	24.13	17	328	4.23	1,388
High Density Residential	2.00	27	43	4.23	183
Southeast					
Low Density Residential	16.97	11	149	3.5	523
Medium Density Residential	13.66	17	186	3.5	650
High Density Residential	62.68	27	354	3.5	4,739
Ferguson					
Low Density Residential	0.00	11	0	3.85	0
Medium Density Residential	0.00	17	0	3.85	0
High Density Residential	20.02	27	432	3.85	1,663
TOTAL			**4,362**		**15,652**

(1) Land use acreages and densities are provided in the Land Use Element.
(2) Neighborhood household size information is from the 1980 U.S. Census.
(3) Includes the Sheila Apartments between Sheila Street and Washington Blvd.

Note: Efficient capacity assumes 80 percent of maximum possible build-out.

Table H-4
Build-Out and Population - Efficient Capacity



SOURCES: 1970, 1975 & 1980 Data - State Department of Finance
2000 & 2010 Projections - SCAG-82 Modified Forecast

Linear
Shift
Share

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Figure H-1
Population Projections

If the land use policy was implemented to such an extent that "effective capacity" were achieved, an additional 1,108 units beyond the estimated 3,254 which already exist would result. The City's population would increase by 3,460 persons under an "effective capacity" development scenario.

The actual rate of population growth in Commerce will be correlated to increases or decreases in average household size. Also, the City's long range ability to provide new housing will allow for gradual growth. Land use policy does call for the conversion of approximately 10 acres of industrial land to high density residential land uses. However, specific plans and redevelopment plans may require many years to adopt and implement. Priority will be placed on implementing existing plans (the Northwest Neighborhood Specific Plan and the Greenwood Neighborhood Detailed Development Plan).

3.0 GOALS AND POLICIES

It is the primary goal of the City to provide all residents with sound, safe, decent and affordable housing. To move toward this goal, the City will continue to:

- Improve the quality of the existing housing stock;
- Provide new housing wherever possible; and
- Ensure the highest possible quality of living for all social and economic groups.

GOAL 1.0 - Provide a wide range of housing by location, type and price to meet the existing and future needs of the City.

Policy 1.1 - Maintain the lower residential densities in the Bandini-Rosini and Rosewood neighborhoods.

Policy 1.2 - Restrict further construction of multiple family units to only those areas designated on the Land Use Policy Map for high density residential development.

Policy 1.3 - Increase the amount of housing available to senior citizens by providing developers with density bonuses, by using Redevelopment set-aside funds, and by using available State and Federal housing assistance programs.

Policy 1.4 - The City will make every effort to meet the goals for new and rehabilitated housing units in Commerce established by the Housing Element.

Policy 1.6 - Vacant lands within residential areas will be developed with residential housing units in conformance with the Land Use Policy Map.

Policy 1.7 - The majority of new development in the Southeast Land Use Planning Area will consist primarily of medium and high density residential projects.

Policy 1.8 - New housing for low and moderate income households should not be concentrated in any single planning area.

GOAL 2.0 - Encourage the maintenance of the existing housing stock.

Policy 2.1 - Continue to rehabilitate existing substandard housing units pursuant to the existing Building and Safety Code.

Policy 2.2 - Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the construction of illegal housing units.

Policy 2.3 - Continue to use CDBG and other Federal and State funding sources to upgrade the existing housing stock.

Policy 2.4 - Continue to implement the Northwest Neighborhood Specific Plan to ensure that all units within this neighborhood provide residents with sound, decent housing.

Policy 2.5 - Prepare a Specific Plan for the Ferguson neighborhood. The Specific Plan will permit substandard units to be upgraded, thereby enhancing the appearance and condition of the neighborhood.

GOAL 3.0 - Preserve the existing single-family character of low density residential neighborhoods in the Bandini-Rosini and Rosewood Planning Areas.

Policy 3.1 - Housing units requiring demolition must be replaced with units constructed at densities not to exceed those limits prescribed by the General Plan.

Policy 3.2 - New higher density residential projects should be kept at scale (number of units, height, etc.) compatible in design with adjacent residential areas.

Policy 3.3 - Those areas designated High Density Residential on the General Plan Land Use Map shall be buffered from adjacent lower density residential land uses with medium density residential projects.

GOAL 4.0 - Encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.

Policy 4.1 - Housing for low and moderate income households should have the same standards for design, construction, and maintenance found in more expensive housing.

Policy 4.2 - Employ adequate code enforcement staff to ensure that residential properties are inspected on a regular basis.

Policy 4.3 - Property owners will be required to maintain properties to the greatest extent possible.

Policy 4.4 - Assist low and moderate income households with property maintenance by informing residents about the Handyman program, available low interest and deferred loans, and the City's home improvement rebate program.

Policy 4.5 - Establish a "House-of-the-Quarter" program which recognizes and rewards property owners for exemplary property maintenance.

GOAL 5.0 - Protect residential properties from the hazards and health risks associated with industrial development.

Policy 5.1 - Prohibit the establishment of high risk industrial operations adjacent to residential neighborhoods.

Policy 5.2 - Prior to the development of new residential projects in those areas that were occupied by nonresidential land uses, the development sites should be investigated to determine whether or not previous onsite uses present potential health risks.

GOAL 6.0 - Support Federal and State laws which prohibit discrimination in housing on the basis of age, sex or race.

Policy 6.1 - Continue to cooperate with the Los Angeles County Fair Housing Council to enforce fair housing laws.

Policy 6.2 - Inform the Los Angeles County Fair Housing Council of any known violations of applicable Federal and State laws.

Policy 6.3 - Continue to use Redevelopment Agency funds, density bonuses and other program incentives to encourage private developers to construct low income housing units.

Policy 6.4 - The Redevelopment Agency will continue to acquire and assemble properties to facilitate construction of housing units for low and moderate income and senior citizen households.

Technical Report - Housing Element

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4.0 TECHNICAL REPORT

4.1 Introduction

This Technical Report provides detailed demographic, socio-economic and housing characteristics of the City of Commerce and serves as the "Technical Appendix" for the City of Commerce General Plan Housing Element. The data used in this report was obtained from a variety of sources including the U.S. Bureau of the Census, California Department of Finance, Los Angeles Department of Regional Planning, Southern California Association of Governments (SCAG), and the City of Commerce Community Development Department. In addition, the Cotton/Beland/Associates (CBA) consultant team conducted a series of surveys to assess housing conditions and to identify vacant, developable parcels in the City.

This report will provide much of the background information required by State law for inclusion into the Housing Element. This technical report is divided into four sections which describe past trends and existing conditions in the City relative to housing. Much of this information can become obsolete quickly due to rapidly changing conditions. For this reason, the supporting statistics and data have been incorporated into a separate report to facilitate the updating of the Housing Element.

There are five clearly defined residential neighborhoods within the City of Commerce, each with its own character and problems. Demographic and socio-economic data was obtained at the neighborhood level for each of these five neighborhoods. These neighborhoods are clearly defined geographically with the boundaries delineated by major streets and are separated from each other by non-residential land uses. The five distinct residential neighborhoods include: Bandini-Rosini, Rosewood, Northwest, Ferguson, and Southeast. Two neighborhoods are isolated, in geographic terms, from the rest of the City. The scattered nature of residential development and the isolated nature of selected neighborhoods present additional challenges to the City in its efforts to providing essential services to the residents. The five neighborhoods are described in greater detail in the following section.

Bandini-Rosini: This neighborhood actually consists of two smaller neighborhoods separated by Atlantic Avenue. The Bandini section is that portion of the neighborhood located west of Atlantic Boulevard and is predominantly single-family in character except for an area adjacent to Atlantic Boulevard. The Rosini section includes that portion of the neighborhood east of Atlantic and includes predominantly single-family homes with multiple-family units along Eastern Avenue.

Rosewood: The Rosewood neighborhood contains both the oldest residential area in the City and one of the newest developments - the Village Homes subdivision. Both areas contain well-maintained single-family units, and pride of ownership is evident. A few duplexes have been constructed along Commerce Way and Jillson Street. The Village Homes development was built in 1980 as a redevelopment project and includes Heritage Village, a 96-unit senior citizen apartment complex.

Northwest: The Northwest neighborhood lies in the northwest section of the City in an area once referred to as Bristow Park. The Santa Ana Freeway borders the neighborhood to the north and the Long Beach Freeway cuts through the center of the area. The neighborhood consists primarily of single family homes. Additional units have been constructed on the rear portions of the single-family lots. A large number of homes within the neighborhood are in disrepair and the neighborhood has a generally blighted appearance. Industrial land uses can be found mixed in with the residential developments. The Northwest neighborhood is geographically isolated from the rest of the City by the Union Pacific railroad yards. Direct access to the neighborhood is difficult with Telegraph Road being the only link to the central city.

Ferguson: The Ferguson neighborhood consists of an even mix of single-family and multiple-family units which line the east side of Gerhart Avenue and the south side of Ferguson Drive. Most of the homes in this area are fairly well maintained though some units are blighted. The Union Pacific Railway line runs behind the units along Ferguson Drive, and traffic on Ferguson Drive is heavy due to non-residential land uses in the vicinity. The Ferguson neighborhood is also geographically isolated from the City by the Union Pacific railroad tracks. In addition, the Santa Ana Freeway further isolated the neighborhoods and the central city. Direct access to the neighborhood from Commerce is provided Ferguson Drive and Garfield Boulevard.

Southeast: The Southeast neighborhood, lies in the southeastern most corner of the City and contains the highest proportion of multiple-family units. Maintenance on both the single-family and multiple-family units varies considerably. Several redevelopment projects recently have been built within this neighborhood, including Springtree, a 60-unit townhouse development.

Demographic data is also available for households and housing units outside of the existing neighborhoods. The non-neighborhood units typically lie scattered throughout the City's industrial areas, and these units consist primarily of older rental units in varying states of repair.

4.2 Demographic Characteristics

Population

The population of the City of Commerce has not increased significantly since the City's incorporation in 1960. According to the 1960 census, Commerce was reported to have had a population of 9,555 persons. The population grew by 981 persons in the decade that followed, bringing the total number of residents to 10,536 in 1970. The City's population experienced a decline from 1970 to 1980 with the population decreasing by 27 persons to 10,509. This decline can be partially attributed to the decrease in the number of housing units (59 units) during that period.

The California Department of Finance (DOF) provides population estimates for cities and counties in the State. Demographic and housing data from the most recent census serve as benchmarks from which estimates for total housing units, occupied housing units, and average household size may be derived. Housing units are estimated with annual adjustments made by adding new units constructed or by subtracting units demolished from the base number. Occupied units are estimated using information which provided by utilities companies which identify the number of residential electric customers. The vacancy rate is then obtained by comparing the number of residential units with the number of residential customers using electricity.

The critical component in the estimation of population is the average household size. This variable is calculated directly from census data and then adjusted according to selected indicators including school enrollments, special census findings in cities with comparable demographic characteristics, intercensal trends, and knowledge of the types of housing units being constructed.

The California Department of Finance estimates that as of January 1, 1986, there were 12,192 persons residing in the City. This growth may be attributed to two factors: 1) an increase in the average household size and 2) the addition of new housing units to the City's housing stock. The latter factor is perhaps most important in explaining the recent increase in the City's population: since the last census was conducted in 1980 approximately 276 new units have been constructed in the City.

The population trends for the City of Commerce are depicted in Tables H-5 and H-6. Table H-5 summarizes population trends based on data obtained in the 1960, 1970 and 1980 census. In

addition, the 1985 population estimate for the City provided by the State Department of Finance is provided in the table. Annual population estimates for the City between 1970 and 1985 are provided in Table H-6. The population figures for 1970 and 1980 are actual counts obtained from the U.S. Census conducted for that year.

TABLE H-5: GROWTH IN COMMERCE - 1960-1985

Year	Population	% Increase/Decrease
1960	9,555	N/A
1970	10,536	+10.3%
1980	10,509	- 0.3%
1985*	11,904	+13.3%

Source: U. S. Bureau of the Census

* California Department of Finance Estimate

TABLE H-6: POPULATION TRENDS 1970-1985

Year	Estimated Population	Percent Increase/Decrease
1970*	10,536	N/A
1971	10,550	+1.3%
1972	10,450	-0.9%
1973	10,250	-1.9%
1974	10,150	-1.0%
1975	10,150	0.0%
1976	10,250	+1.0%
1977	10,350	+1.0%
1978	10,350	0.0%
1979	10,300	-0.5%
1980*	10,509	+2.0%
1981	10,793	+2.7%
1982	11,331	+5.0%
1983	11,746	+3.7%
1984	11,884	+1.2%
1985	11,904	+0.2%

Sources: * U. S. Census (1970, 1980)

California Department of Finance population estimated for the remaining years.

Table H-7 compares population growth in Commerce with surrounding cities and with Los Angeles County. As evident from examination of this table, the estimated population growth rate in Commerce for the fifteen year period between 1970 and 1985 is similar to that of Los Angeles County though quite different from nearby local jurisdictions.

TABLE H-7: POPULATION TRENDS, COMMERCE AND SURROUNDING AREAS: 1970-1985

JURISDICTION	1970	1980	1985*	%
Montebello	42,807	52,929	56,850	32.8
Bell Gardens	29,308	34,117	36,205	23.5
Los Angeles County	7,032,075	7,477,503	7,952,682	13.1
Commerce	10,536	10,509	11,904	13.0
Bell	27,737	25,450	27,100	- 2.3
East Los Angeles	105,033	110,017	NA	--

Sources: 1970 and 1980 U.S. Censuses
*SCAG '82 Regional Growth Forecast

The 1980 Census for the City of Commerce was conducted in such a way so that specific demographic and socio-economic characteristics could be identified at the neighborhood level. To accomplish this, the City participated in the voluntary Neighborhood Statistics Program (NSP) offered by the Bureau of the Census. This program was designed to provide comparable statistics at the neighborhood level which is normally provided at the census tract level.

The Neighborhood Statistics Program was especially compatible with Commerce since the City is made up of distinct neighborhoods. Nearly 95 percent of the City's residents live in the five clearly defined neighborhoods: Bandini-Rosini, Ferguson, Northwest, Rosewood, and Southeast. In 1980, only 5.5 percent of the City's population was living outside of these neighborhoods. The 1980 population of these five neighborhoods are shown in Table H-8.

TABLE H-8: NEIGHBORHOOD POPULATION IN 1980

NEIGHBORHOOD	POPULATION	% of Population
Bandini-Rosini	3,636	34.6
Ferguson	762	7.3
Northwest	1,634	15.5
Rosewood	1,588	15.1
Southeast	2,306	21.9
Remainder of City	583	5.5
Total	10,509	100.0

Source: 1980 U.S. Census

Race and Ethnicity

The race and ethnicity of those persons living in the City in 1970 and 1980 are indicated in Table H-9 below. The U.S. Census categorizes persons according to race and includes the following categories: 1) white, 2) black, 3) American Indian, Eskimo and Aleut, 4) Asian and Pacific Islander, and 5) Other. The Census further classified persons of Spanish origin. The Census used different techniques for classifying Hispanics in the 1970 and 1980 census making comparisons difficult. In 1980, individuals classified themselves as Hispanic, therefore persons categorized as white or black may also be of Spanish origin; thus the race and ethnicity classifications are not mutually exclusive.

Table H-9 summarizes race and ethnicity statistics for the entire City and the five neighborhoods. As evident from the examination of Table H-9, the City is predominantly Hispanic (over 85 percent). Minorities other than Hispanic comprise less

than two percent of the total population. The large proportion of Hispanic residents are typical for those cities located in the East Los Angeles region of which Commerce is a part.

TABLE H-9: RACE AND ETHNICITY - 1980

NEIGHBORHOODS	# WHITE	# BLACK	# AMER. INDIAN	# ASIAN	# OTHER	TOTAL #	# SPANISH ORIGIN
Bandini-Rosini	2786	3	28	26	793	3636	3239
Ferguson	529	--	1	1	231	762	703
Northwest	1034	29	6	1	564	1634	1523
Rosewood	1206	--	6	20	356	1588	1376
Southeast	1642	6	49	16	593	2306	1646
Remainder of City	465	--	9	1	108	583	450
Total	7662	38	99	65	2645	10509	8937
Percent	72.9	0.4	0.9	0.6	25.2	100.0	85.0

Source: 1980 U.S. Census
Note: Race and ethnicity classifications are not mutually exclusive.

In 1980, 34 percent of the City's population was foreign born with the great majority coming from Mexico. A majority of these persons had lived in the United States for more than five years though 12.4 percent of the City's residents indicated they had lived abroad just five years earlier.

Age

The 1970 and 1980 Censuses provide information concerning the age of the City's population. These statistics, unlike the data for race and ethnicity, are comparable for both the 1970 and 1980 Census so comparisons are possible. In Table H-10, the age characteristics of the population derived from the 1970 census is compared with statistics from the 1980 Census.

An examination of Table H-10 reveals an anomaly that was not characteristic of surrounding jurisdictions for that same period and, in fact, may not be representative of long term demographic trends in the City. First, the proportion of pre-school and school-aged children under 10 years of age declined in the 10-year period between 1970 and 1980. Second, the elderly population grew both in proportion to the rest of the population and in actual numbers. This shift towards an "older population" resulted in the median age of the City increasing from 23.4 years in 1970 to 24.1 years in 1980.

Most of the neighboring cities in the east Los Angeles region exhibited considerable growth in the decade following 1970 due in large part to a trend towards larger families and an influx of young adults moving into the area looking for employment. In some cities in the surrounding region this population growth corresponded to a period when there was an actual decline in the number of available units resulting in problems of overcrowding. The stability of the population living in Commerce has contributed to a large measure for the "aging" of the City's population. Many of those persons identified in the 1970 census were still residing in the City during the 1980 census. It should be noted, however, that Commerce does have a younger population when compared with statistics from Los Angeles County. The median age for County residents is 29.8 years compared to 24.1 years for the City. In addition, the percentage of City residents under 20 years of age is 41.2 percent compared with 30.1 percent for Los Angeles County.

TABLE H-10: AGE CHARACTERISTICS OF THE POPULATION - 1970 AND 1980

	1970		1980		
AGE GROUP	NO.	%	NO.	%	% Change
0 - 9 years	2575	24.4	2215	21.1	-14.0
10 - 19	2093	19.9	2116	20.1	+ 1.2
20 - 29	1705	16.2	1974	18.8	+15.8
30 - 39	1237	11.8	1284	12.2	+ 3.8
40 - 49	1158	11.0	929	8.9	-19.8
50 - 59	889	8.4	937	8.9	+ 5.4
60 - 69	593	5.6	655	6.2	+10.5
70 - 79	221	2.1	315	3.0	+42.5
80+	65	0.6	84	0.8	+29.2
TOTAL	10,536	100.0	10,509	100.0	- 2.6

Source: 1970 and 1980 U. S. Census

4.3 Housing Characteristics

Characteristics of Housing Stock

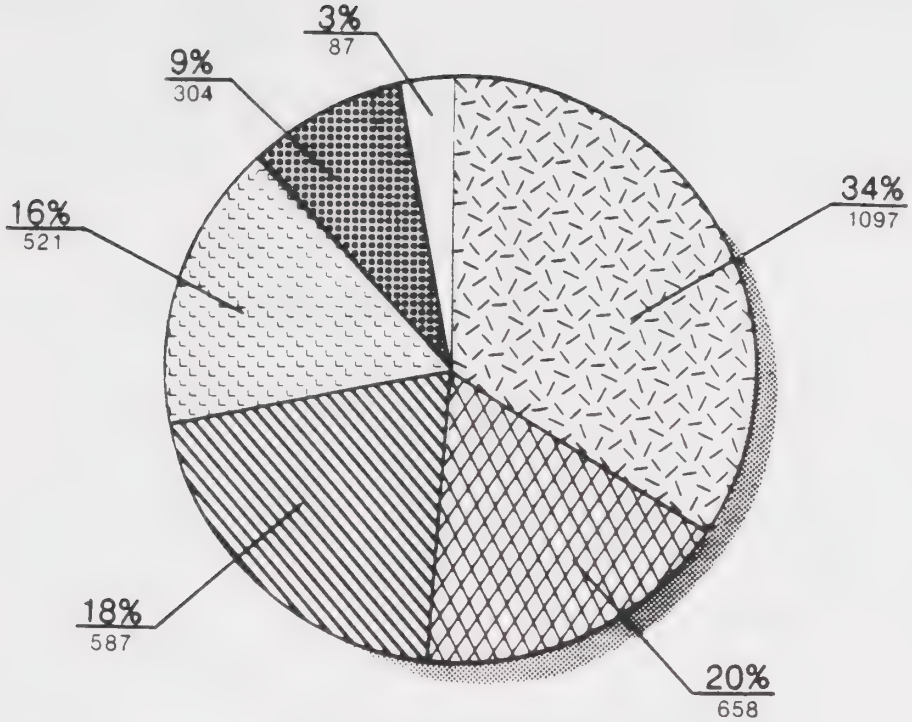
As of January 1, 1986, the California Department of Finance estimated that there were 3,254 dwelling units in the City of Commerce. More than 50 percent of these units were constructed prior to 1950 and approximately 12 percent have been constructed since 1970. The majority of the new units constructed since 1980 are located in the Rosewood neighborhood as part of the Village Homes project. This project includes 140 single-family homes and 96 multiple-family units reserved for senior citizens. The age of the housing stock within the City of Commerce is summarized in Table H-13 and in Figure H-2.

TABLE H-11: AGE OF COMMERCE HOUSING STOCK - 1985

YEAR BUILT	UNITS	PERCENT
Before 1939	587	18%
1940 - 49	1,097	34%
1950 - 59	658	20%
1960 - 69	521	16%
1970 - 79	87	3%
1980 - 85*	304	9%
TOTAL	3,254	100%

Sources: 1980 U.S. Census
*Department of Finance Population and Housing Estimate

The majority of the housing constructed since 1960, the date of incorporation, has consisted primarily of infill construction. Large scale residential construction is limited to redevelopment projects such as Village Homes and the Greenwood Townhomes project currently underway in the Southeast neighborhood north of Gage Avenue.



Housing Units
Total by 1985 - 3254

YEAR BUILT

- Before 1939
- 40-49
- 50-59
- 60-69
- 70-79
- 80-85

General Plan
COMMERCE

Figure H- 2
Age of the Housing Stock

SOURCE: California Department of Finance and 1980 U.S. Census

Unit types within the City of Commerce for 1970, 1980 and 1985 are provided in Table H-12. The unit breakdown for 1985 is a Department of Finance estimate. As evident from the examination of Table H-13, the majority of the units in the City are single family dwellings, though the number of multiple-family units consisting of five or more units has doubled since 1970. This trend may be expected to continue with the completion of the 60-unit Greenwood Townhomes project in the Southeast neighborhood.

TABLE H-12: HOUSING UNIT TYPE, 1970-1985

TYPE	1970		1980		1985 (est)*	
	#	%	#	%	#	%
Single-Family	2414	79.0	2406	80.0	2535	77.9
2-4 Units	421	14.0	256	8.6	237	7.3
5+ Units	214	7.0	317	10.6	476	14.6
Mobile Homes	N/A	--	11	0.4	6	0.2
TOTAL	3049	100.0	2990	100.0	3254	100.0

Sources: 1970 and 1980 U.S. Census
*California Department of Finance

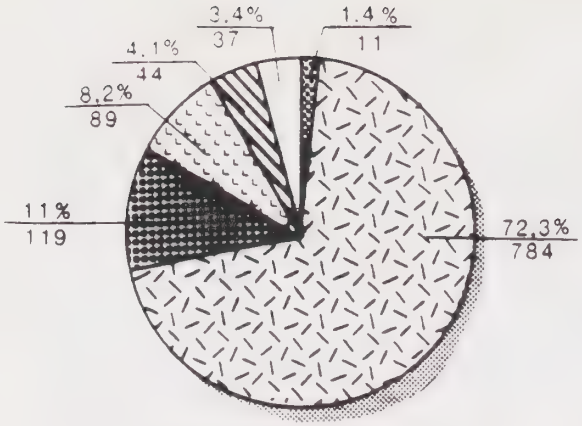
The Neighborhood Statistics Program conducted as part of the 1980 Census provided data concerning structural characteristics of the housing units at the neighborhood level. According to the 1980 Census, the Bandini-Rosini neighborhood contained approximately 36 percent of the City's units making it the City's largest neighborhood. The Southeast neighborhood, with approximately 24 percent, was the next largest followed by Rosewood with nearly 15 percent of the City's housing. The Northwestern neighborhood accounted for approximately 12 percent of the City's housing stock and the Ferguson neighborhood was the smallest with nearly 7 percent. The remaining 6 percent of the City's housing is found throughout the City. Figure H-3 graphically represents the distribution of housing in the City. The structural characteristics of housing units by neighborhood are also provided in Table H-13.

The more recent large scale residential projects completed since 1980 or currently under construction were not included in the data obtained in the Neighborhood Statistics Program. These major residential developments include the Village Homes project in the Rosewood neighborhood and the Greenwood Townhomes development in the Southeast neighborhood.

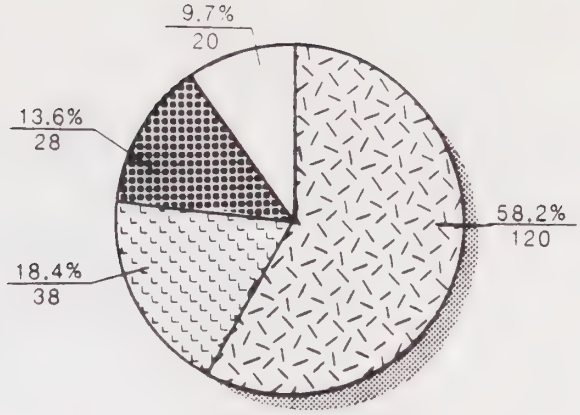
TABLE H-13: STRUCTURAL CHARACTERISTICS OF HOUSING BY NEIGHBORHOOD - 1980

Neighborhood	Single-Family Detached		Single-Family Attached		Duplex		3-4 Unit		5 or more		Mobile Home		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Bandini-Rosini	784	72.3	89	8.2	44	4.1	37	3.4	119	11.0	11	1.0	1084	100.0
Ferguson	120	58.2	38	18.4	-		20	9.7	28	13.6	--		206	99.9
Northwest	267	73.6	32	8.8	36	9.9	17	4.7	11	3.0	--		363	100.0
Rosewood	297	66.7	89	20.0	30	6.7	-		29	6.5	--		445	99.9
Southeast	457	65.1	74	10.5	12	1.7	43	6.1	116	16.5	--		702	99.9
Remainder of City	109	57.4	50	26.3	6	3.2	11	5.8	14	7.4	--		190	100.1
TOTAL	2034	68.0	372	12.4	128	6.0	128	4.3	317	10.6	11	0.4	2990	100

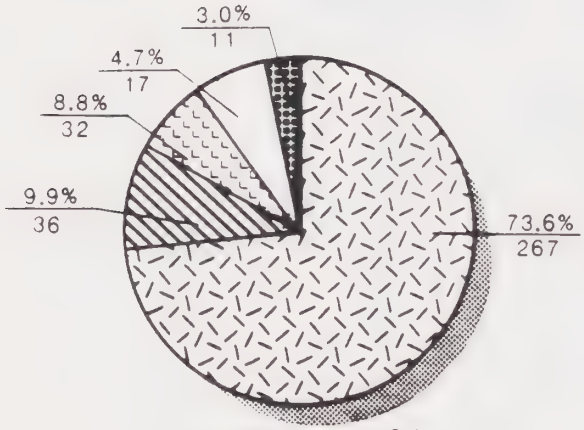
Source: 1980 U.S. Census



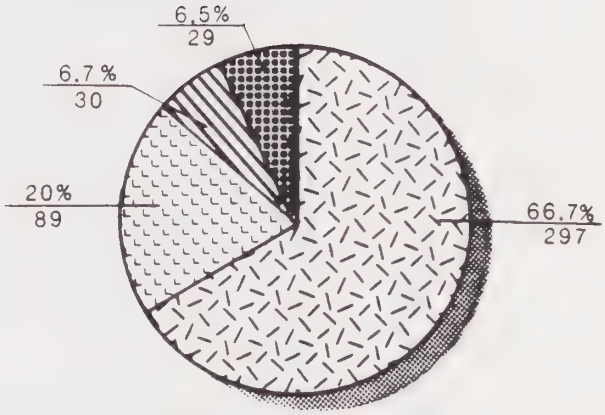
Bandini-Rosini - 1084



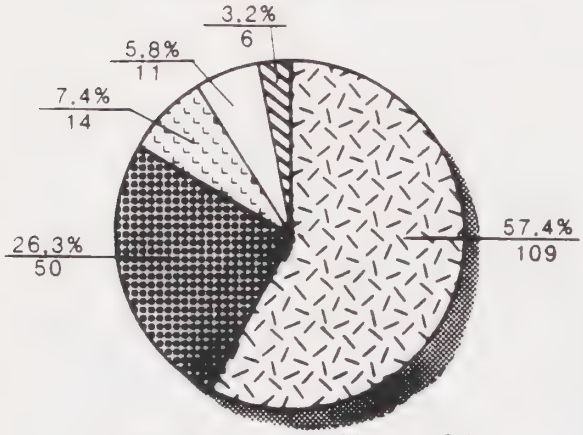
Ferguson - 206



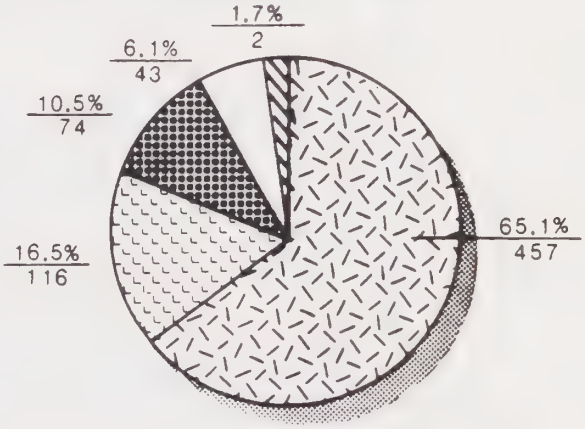
Northwest - 363



Rosewood - 445



Remainder of City - 190



Southeast - 702

City Total = 2990

General Plan
COMMERCE

Single Family Detached
Single Family Attached
Duplex
3-4 Units
5 or more Units
Mobile Home

Figure H-3
Structural Characteristics by Neighborhoods - 1980

SOURCE: 1980 U.S. Census

Tenure

In 1970, 44 percent of the housing units in the City were owner-occupied and 56 percent were rentals. The 1980 Census figures reveal that the percentage of owner-occupied units increased slightly to 46.3 percent while renter-occupied units accounted for 51.0 percent. The vacancy rate for housing units during this period was 2.7 percent.

Information concerning the tenure of housing in the individual neighborhoods, obtained from the 1980 Census, is summarized in Table H-14. In the Bandini-Rosini neighborhood, owner-occupied housing accounts for approximately 58 percent of the units in the neighborhood. The only remaining neighborhood where owner-occupied units are in the majority is Rosewood where approximately 66 percent of the units were owner occupied. Owner-occupied units were in a significant minority in the remaining neighborhoods ranging from 35.4 percent in the Ferguson neighborhood to 33.3 percent in the Northwest neighborhood. The more recent residential developments in the Rosewood and Southeast neighborhoods will add to the number of owner-occupied units in those neighborhoods.

TABLE H-14: TENURE OF COMMERCE HOUSING BY NEIGHBORHOOD - 1980

NEIGHBORHOOD	OWNER OCCUPIED		RENTER OCCUPIED		VACANT		TOTAL	
	#	%	#	%	#	%	#	%
Bandini-Rosini	627	57.8	428	39.5	29	2.7	1084	100
Ferguson	73	35.4	133	64.6	2	--	208	100
Northwest	121	33.3	222	61.2	17	5.5	360	100
Rosewood	295	66.3	146	32.8	2	0.1	443	100
Southeast	240	34.2	431	61.4	24	4.4	695	100
Remainder of City	21	11.1	169	88.9	8	--	198	100
CITY TOTAL	1377	46.1	1529	51.1	82	2.7	2988*	100

Source: 1980 U.S. Census

* Does not add to 2990 due to Census enumeration methods.

4.4 Household Characteristics

General Characteristics

In 1980, the 10,509 residents of Commerce comprised 2,889 households. These households consisted of single persons, families and groups of unrelated individuals living together. For planning purposes, household statistics are more useful than general population figures since the household is the basic economic unit, and planners generally use household statistics to assess a community's overall housing needs.

According to the 1980 Census, families make up most of Commerce's households, whereas single persons comprise only about 14 percent of the household population. As might be expected, most of the single-person households were located in the Bandini-Rosini and the Southeast neighborhoods, the areas which contain the highest proportion of multiple family dwelling units and units designed to provide housing for the elderly.

TABLE H-15: HOUSEHOLD CHARACTERISTICS BY NEIGHBORHOOD - 1980

CENSUS TRACT	TOTAL	FAMILIES		SINGLES		AVERAGE SIZE	OVERCROWDED	
		NO.	%	NO.	%		NO.	%
Bandini-Rosini	1,010	798	79.0	173	17.0	3.46	271	26.7
Ferguson	192	158	82.3	18	9.3	3.85	66	34.2
Northwest	384	319	83.1	40	11.3	4.23	144	40.7
Rosewood	466	418	89.7	39	8.7	3.51	82	18.3
Southeast	640	540	84.4	106	16.5	3.50	179	28.0
Remainder of City	197	170	86.3	31	18.5	3.33	66	39.3
TOTAL	2,889	2,403*	83.2	407*	14.1	3.59	808	28.7

Source: 1980 U.S. Census

(*) Numbers do not add to 2889 and percents do not add to 100 since all households are not included in these categories. Percents represent percent of total households in each category.

Table H-15 shows that in 1980, the average household size was 3.59 persons. By 1984, this figure increased to 3.73 persons per household, which is high compared to the Los Angeles County average household size of 2.75 persons. A high average household size indicates that many units are overcrowded. (The Census Bureau defines an overcrowded household as one which contains more than 1.01 persons per room.) In fact, over one quarter of the households in Commerce experience overcrowding according to the 1980 U.S. Census.

A drive through Commerce reveals that many garages have been converted illegally to living space in addition to a large number of homes also enlarged by room additions. These additions are squeezed onto already cramped lots, thereby creating an external sense of overcrowding. Overcrowding is also evidenced by the great number of cars which are parked in driveways, on the streets and on front lawns. The overcrowding is probably understated since undocumented residents are not included in census figures, and many undocumented residents reside in Hispanic communities. Overcrowding will continue to be a problem in the City for some time to come.

Special Needs Groups

Overcrowded households are included in a group of households which State housing authorities have determined to be a special needs groups. This group includes the elderly, handicapped persons, large families, female headed households and minorities, all of which require special consideration in housing needs assessments. Table H-16 shows the categories of households that were considered special needs households in 1980.

TABLE H-16: HOUSEHOLDS WITH SPECIAL NEEDS IN 1980

HOUSEHOLD TYPE	1980 #	1980 %
Elderly (65+)	155	5.4
Handicapped	162	5.6
Large Families (5+ members)	837	29.0
Overcrowded (1.01+ persons/room)	808	28.0
Minority	2,508	86.8
Female Head	458	15.9

Source: 1980 U.S. Census

Note: Percents are based on total household count of 2,889 households. Numbers shown do not equal total number of households since a single household may be counted in more than one special needs group.

Income

Household income groups can be divided into four categories - very low, low, moderate and upper. The Census Bureau defines these income groups as follows:

- Very low - earns less than 50 percent of the regional (County) median.
- Low - earns between 51 and 80 percent of the regional median.
- Moderate - earns between 81 and 120 percent of the regional median.
- Upper - earns greater than 120 percent of the regional median.

In 1980, the regional (Los Angeles County) median income was $17,551. As Table H-17 indicates, the median income level in Commerce was 13 percent lower than the County median. In general, income levels in surrounding communities fell below both the Commerce and Los Angeles County levels.

TABLE H-17: 1979 MEDIAN HOUSEHOLD INCOME - COMMERCE AND REGION

JURISDICTION	MEDIAN INCOME	% OF COUNTY MEDIAN
Montebello	$ 17,731	+ 0.02
Los Angeles County	17,551	0.0
Commerce	15,292	- 12.9
Bell	12,636	- 28.0
East Los Angeles	12,316	- 29.8
Bell Gardens	12,137	- 30.8

Source: 1980 U.S. Census

The 1980 Census statistics also provided socio-economic data for the individual neighborhoods. The Rosewood neighborhood, which contains the highest percentage of owner-occupied dwelling units, has the highest median income level. Household income levels are lowest in the non-neighborhood areas and in the Northwest neighborhood. The Ferguson area, however, has more impoverished households than any of the other neighborhoods and non-neighborhood areas. Table H-18 shows that 16.5 of the households within the Ferguson neighborhood have combined annual incomes that fall below the nationally established poverty level.

TABLE H-18: COMMERCE HOUSEHOLD INCOME CHARACTERISTCS - 1980

NEIGHBORHOOD	NUMBER OF HOUSEHOLDS	VERY LOW INCOME		LOW INCOME		MODERATE INCOME		UPPER INCOME		MEDIAN INCOME	PERCENT BELOW POVERTY
		#	%	#	%	#	%	#	%		
Bandini-Rosini	1,010	266	26.3	204	20.2	209	20.7	331	32.8	$14,921	11.3
Ferguson	192	43	22.4	42	21.9	45	23.4	62	32.3	15,370	16.5
Northwest	384	120	31.3	73	19.0	131	34.1	60	15.6	14,063	14.4
Rosewood	466	86	18.5	87	18.7	88	18.9	205	44.0	18,971	8.9
Southeast	640	157	24.5	114	17.8	182	28.4	187	29.2	15,843	10.2
Remainder of City	197	41	20.3	68	34.0	61	30.5	27	13.7	13,542	15.3
City Total	2,889	713	24.6	588	20.3	716	24.9	872	30.2	$15,292	12.8

Source: CBA estimates based on interpolation of 1980 U.S. Census data

Note: Very low income is defined as earning less than 50 percent of the regional (County) median; low income is between 51 and 80 percent of the regional median; moderate income is between 81 and 120 percent; and upper income is over 120 percent of the regional median.

Poverty level thresholds are established by the Census Bureau based on national averages. They do not take into account regional variations in the price of food, clothing and shelter. Table H-19 outlines the poverty level income thresholds established for 1979. The property thresholds used by the Bureau of the Census are based on a sliding scale that uses an index which considers size of family, number of dependents, and age of households. In 1979, the poverty threshold for a family of four was $7,412. Table H-19 outlines the poverty level income thresholds established for 1979.

TABLE H-19

NATIONAL INCOME THRESHOLDS AT THE POVERTY LEVEL BY SIZE OF FAMILY IN 1979

Size of Family Unit	Weighted Average Thresholds	Number of Dependents								
		None	1	2	3	4	5	6	7	8 or more
1 Person[1]	$ 3,686	3,774								
Under 65 yr.	$ 3,774	3,479								
65 yr. & Over	$ 3,479									
2 Persons[2]	$ 4,723									
HH under 65	$ 4,876	4,858	5,000							
HH 65 & over	$ 4,389	4,385	4,981							
3 Persons	$ 5,787	5,674	5,839	5,844						
4 Persons	$ 7,412	7,482	7,605	7,356	7,382					
5 Persons	$ 8,776	9,023	9,154	8,874	8,657	8,525				
6 Persons	$ 9,915	10,378	10,419	10,205	9,999	9,693	9,512			
7 Persons	$11,237	11,941	12,016	11,759	11,580	11,246	10,857	10,429		
8 Persons	$12,484	13,356	13,473	13,231	13,018	12,717	12,334	11,936	11,835	
9 or more Persons	$14,812	16,006	16,144	15,929	15,749	15,453	15,046	14,677	14,586	14,024

1. Unrelated individual.
2. Householders.

Source: U.S. Census, 1980.
The World Almanac and Book of Facts, 1983, Published annually by Newspaper Enterprises, Inc., New York, p.216.

Note: Poverty level thresholds are established by the Federal Bureau of the Census based on national averages. They do not take into account regional variations in the price of food, clothing, and shelter. The estimates are therefore much more conservative than the definition of low income households used in other federal programs.

Although over 30 percent of the households in Commerce enjoy upper income status, a number of households continue to live below the poverty line. Female-headed households traditionally have lower incomes overall, and this holds true in Commerce. Over one quarter of the female headed households in the City are considered impoverished, and over one third of the female headed households with children are of poverty status, as Table H-20 shows.

TABLE H-20: POVERTY STATUS BY HOUSEHOLD TYPE - 1980

HOUSEHOLD TYPE	HOUSEHOLDS BELOW POVERTY LEVEL	%	HOUSEHOLDS ABOVE POVERTY LEVEL	%
Elderly (65+)	21	13.5	134	86.5
Families	280	11.7	2,123	88.3
Children under 18	234	16.2	1,613	83.8
Female Head	125	27.3	333	72.7
With Children	104	35.7	187	64.3
Without Children	21	4.5	21	95.5
Total Households	539*	18.7	2,350*	81.3

Source: 1980 U.S. Census

Note: Poverty levels are defined in Table H-19 on Page 22.

*Figures do not add correctly because a household may be recorded in two categories, e.g. a female headed household may also be counted in the family category.

However low a household's income, it is not considered to need housing assistance unless it is paying more than it can afford for housing. The Federal Department of Housing and Urban Development (HUD) had determined that any household that pays more than 30 percent of its gross monthly income for housing should be eligible for housing assistance. This is especially true for lower income households.

Table H-21 shows that in 1980 most households with high incomes spent less than one fourth of their total expendable incomes for housing. Conversely, a high percentage of households which earned less than $10,000 per year put more than 30 percent of their earnings toward rent or mortgage payments. It is not uncommon for low income earners to expend greater portions of income for housing, and typically, owners may choose to overextend themselves simply to enter the housing market and to build equity. Homeowners do retain the option to sell their units if payments become unmanageable, but renters must pay whatever the housing market demands.

TABLE H-21: HOUSING EXPENDITURES AS PERCENTAGE OF INCOME - 1980

INCOME/COST	1980 RENTER	OWNER
Less than $5,000		
Spent less than 25%	14.1%	56.9%
Spent 25-34%	20.7%	11.8%
Spent 35% or more	65.2%	31.3%
$5,000 - $9,999		
Spent less than 25%	14.4%	56.2%
Spent 25-34%	20.5%	12.4%
Spent 35% or more	65.1%	31.4%
$10,000 - $19,999		
Spent less than 25%	81.0%	78.0%
Spent 25-34%	16.9%	20.3%
Spent 35% or more	0.1%	1.7%
$20,000 or more		
Spent less than 25%	100.0%	91.5%
Spent 25-34%	0.0%	8.5%
Spent 35% or more	0.0%	0.0%

Source: 1980 U.S. Census

Note: The columns do not sum to the total number of households because those who paid no cash rent and condominium owners are not included.

In Commerce, rents are relatively low, though many renters continue to pay almost one third of their earnings for housing. According to the 1980 Census, 27.7 percent of the households renting paid more than 30 percent of total income for rent, and 13.2 percent of all homeowners spent more than 30 percent of the household income for mortgage payments. (These statistics are not available for each neighborhood.)

Since many households in Commerce earn annual incomes that fall below the poverty level, it is not unusual to find many households paying large proportions of the household earnings for housing.

TABLE H-22: HOUSEHOLDS PAYING GREATER THAN 30 PERCENT OF INCOME FOR HOUSING-1980

	HOUSEHOLD INCOME			
STATUS	LESS THAN $10,000	$10,000 to 19,000	MORE THAN $20,000	TOTAL
OWNERS	90	51	41	182
RENTERS	370	54	0	424
TOTAL	460	105	41	606

Source: 1980 U.S Census

As mentioned above, Commerce homeowners and renters face relatively low housing costs, but these costs have risen as demand exceeds supply. The 1980 Census reported the median house value in Commerce to be $60,900 and the median rent to be $185. According to these figures, housing in Commerce is less expensive than housing in most surrounding communities (see Table H-23). By 1985, however, the median house price rose to approximately $80,500. This represents a 24 percent increase in five years. Rental rates have also increased, as shown in Table H-24.

TABLE H-23: 1980 HOUSING COSTS, COMMERCE AND REGION - 1980

Jurisdiction	Median Value	Median Rent
East Los Angeles	$54,000	$ 171
Bell Gardens	$59,800	$ 212
Commerce	$60,000	$ 185
Bell	$65,000	$ 206
Montebello	$86,300	$ 254
Los Angeles County	$87,400	$ 244

Source: 1980 U.S. Census

TABLE H-24: 1985 COMMERCE HOUSING COSTS

UNIT TYPE	MEDIAN	AVERAGE	RANGE
SINGLE/FAMILY (cost to buy per unit)			
1 Bedroom	$55,000	$55,600	$44,000 - $ 74,000
2 Bedroom	78,000	77,100	50,000 - 100,000
3 Bedroom	96,750	93,990	66,000 - 123,400
MULTI-FAMILY (cost to rent per month)			
1 Bedroom	$ 300	$ 286	$ 180 - 375
2 Bedroom	392	390	225 - 525
3+ Bedroom	479	453	331 - 479

Sources: California Market Data Center
Commerce Tenant Survey

Using the guidelines established by HUD for 1986, persons earning less than $8775 (very low income households) should not be expected to spend more than $2633 per year for housing and monthly mortgage or rental payments not exceeding $219. Since very few units are available at this price, it is expected that most very low income households are eligible for some form of housing assistance.

Between October 1982 and March 1985, 34 families received direct Section 8 housing assistance. In addition, many families benefitted from other projects administered by the Commerce Housing Authority. The Housing Assistance Program (HAP) Performance Report prepared for the three year period ending March 1985 indicates that the City exceeded its housing assistance goals (see Table H-25).

TABLE H-25: 1985 HAP PERFORMANCE REPORT

	ELDERLY		SMALL FAMILY		LARGE FAMILY		TOTAL	
	GOAL	ACC	GOAL	ACC	GOAL	ACC	GOAL	ACC
HOUSEHOLDS	112	77	29	77	9	65	150	219

Key: Goal = HAP three-year goal
ACC = Accomplishments

Housing Conditions

For the most part, housing units within the City are in good condition. Conditions vary from neighborhood to neighborhood, and as might be expected, the wealthier neighborhoods and those with a higher percentage of owner-occupants in general have better maintained units. To aid the low and moderate income groups, the Community Development Department maintains a very active rebate and loan program. The Redevelopment Department also assists these income groups by acquiring properties and developing affordable housing units such as the Village Homes project. These programs contribute to the generally sound condition of the housing stock in the City. Figure H-2 (page HTR-10) shows that nine percent of the City's housing stock has been constructed since 1980. This is due largely to innovative and aggressive rebate and loan programs and redevelopment projects.

Problem areas exist in the Northwest, Southeast, and Ferguson neighborhoods. A windshield housing conditions survey was performed in March of 1986, and as Table H-26 demonstrates, a number of deteriorating units were identified. Almost 10 percent of the units were classified substandard or dilapidated. HUD defines substandard units as those in need of rehabilitation; dilapidated units should be replaced.

TABLE H-26: HOUSING CONDITIONS - 1986

NEIGHBORHOOD	TOTAL UNITS	SATISFACTORY UNITS		SUBSTANDARD UNIT		DILAPIDATED UNITS	
		#	%	#	%	#	%
Bandini-Rosini	1084	1022	94.3	60	5.5	2	0.1
Ferguson	206	189	91.7	14	6.8	3	1.5
Northwest	363	289	79.6	57	15.7	17	4.7
Rosewood	445	415	93.2	29	6.5	1	0.2
Southeast	457	302	83.6	66	14.0	9	2.0
Remainder of City	190	N/A		N/A		N/A	
Totals	2745	2217	80.8	226	8.2	32	1.2

Source: 1985 CBA Housing Conditions Survey
N/A = Not Available
Note: Percents do not add up to 100 percent and numbers do not add to 2745 since all units were not included in survey.

In order to upgrade the problem areas in a timely and orderly manner, the City has established "project areas" in both the Northwest and Southeast neighborhoods. Both areas have the largest number of substandard and dilapidated units and the lowest percentage of owner occupied homes. The Redevelopment Department has developed a revitalization plan for the Northwest neighborhood, and this is being implemented through the specific plan process. In the Southeast sector, redevelopment project areas have been established. Older dilapidated units are being removed to create space for higher density projects like the Greenwood Townhouses.

The City continually surveys its neighborhoods to identify substandard units outside of these problem areas. A full-time property maintenance officer investigates illegal units and units in need of assistance. This staff member identifies illegal garage conversions and room additions which may not have been built in accordance with adopted building codes and may therefore be considered substandard housing units.

4.5 Employment Characteristics

Over 11,000 people call Commerce home. In addition to the fulltime resident population, approximately 70,000 workers flow into the City each working day, swelling the population more than sixfold. Some of these workers are Commerce residents, but the majority reside in surrounding cities. Employment statistics for both of these populations - residential and business - provide useful information about commuting patterns and can be used to assess housing needs.

Employment Characteristics of Commerce Residents:

The 1980 Census reported that in 1979, 62 percent of Commerce's available work force (i.e., all persons between 16 and 64 years of age) worked either full time or part time. As Table H-27 shows, many of the workers (42 percent) were employed as laborers, which is not unusual given the great number of industries operating in this portion of Los Angeles County. The individual occupation groups appear equally distributed throughout the neighborhoods, although the Rosewood neighborhood, with the highest median income, contains a slightly higher proportion of "white collar" workers.

An increasing number of families find it necessary to have more than one source of income. In 1979, almost 50 percent of the City's families contained more than one wage earner. The two worker family is becoming more common throughout the nation, and the percentage in Commerce has probably risen since 1980.

Commerce enjoys the benefits of direct access to two important Los Angeles County transportation routes - the Santa Ana and Long Beach freeways. Many Commerce residents use these freeways to commute to work throughout the greater Los Angeles area and beyond. In 1979, 3343 residents, or 89 percent of the work force, worked in the Los Angeles-Long Beach metropolitan area (see Figure H-4). On the average, an employee travelled 20.4 minutes to work, and the primary means of transportation was the private automobile. Only eight percent of the working population used public transport to reach places of employment.

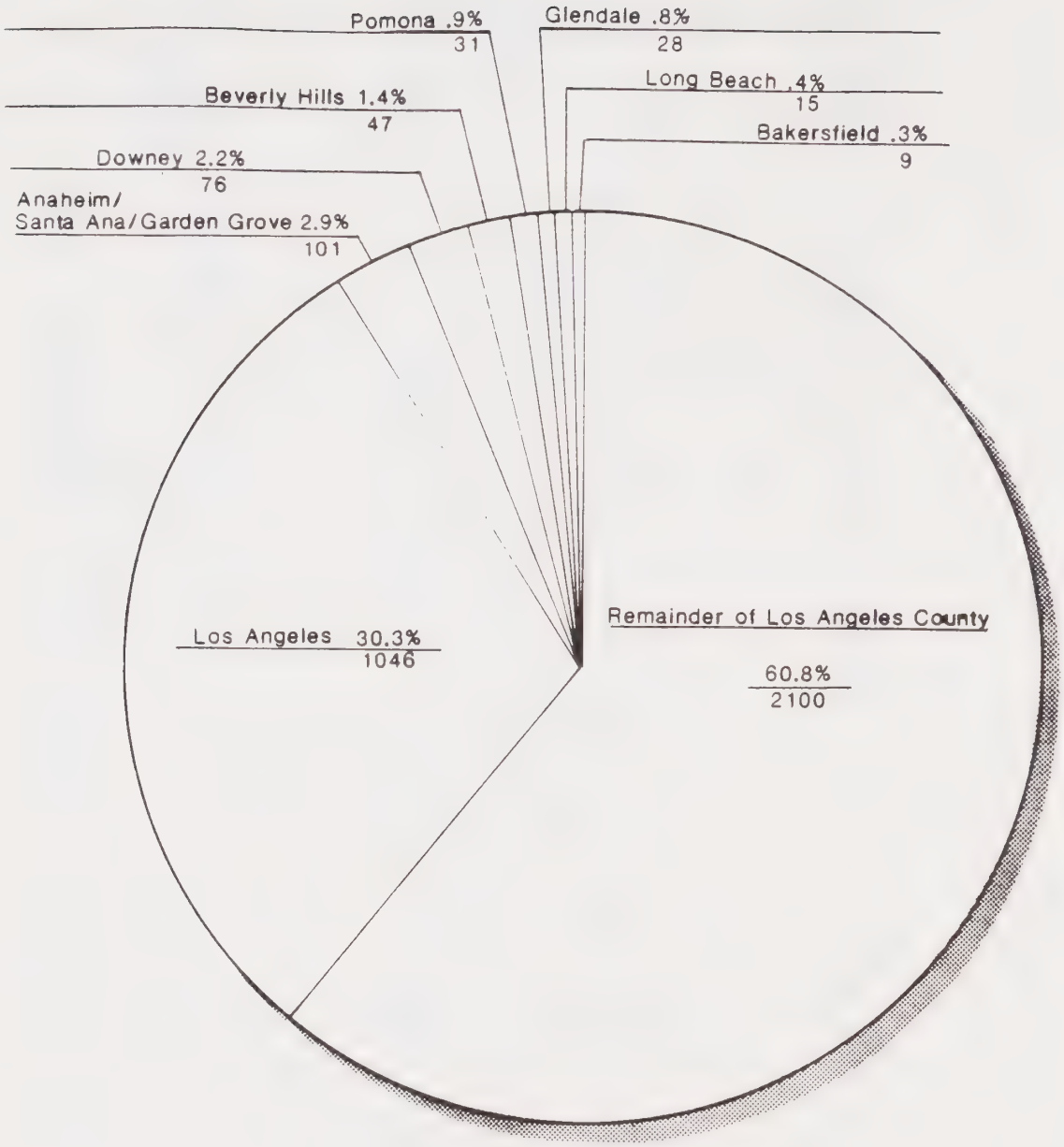
TABLE H-27: OCCUPATIONS OF COMMERCE RESIDENTS BY NEIGHBORHOOD - 1979

Occupation	Number of Workers						
	Bandini-Rosini	Ferguson	Northwest	Rosewood	Southwest	Remainder of City	Totals
Managerial or Professional	65	24	33	37	78	8	245
Technical, Sales, Administrative, Support	337	74	77	239	133	25	885
Service	201	48	57	184	115	28	633
Farming, Forestry, Fishing	16	0	5	16	0	0	37
Precision Production, Craft, Repair	180	45	55	91	97	60	528
Operators, Fabricators, Laborers	655	106	266	171	331	118	1,647
Totals	1454	297	493	738	754	239	3975

TABLE H-28: WORKERS IN FAMILY - 1979

Number of Workers in Family	Number of Families						
	Bandini-Rosini	Ferguson	Northwest	Rosewood	Southeast	Remainder of City	Totals
0	127	26	63	45	53	12	326
1	250	63	118	147	266	82	926
2 or more	421	69	138	226	221	76	1,151
Totals	798	158	319	418	540	170	2,403

Source: 1980 U.S. Census



Total 3453

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NOTE: Places of work not reported: 223

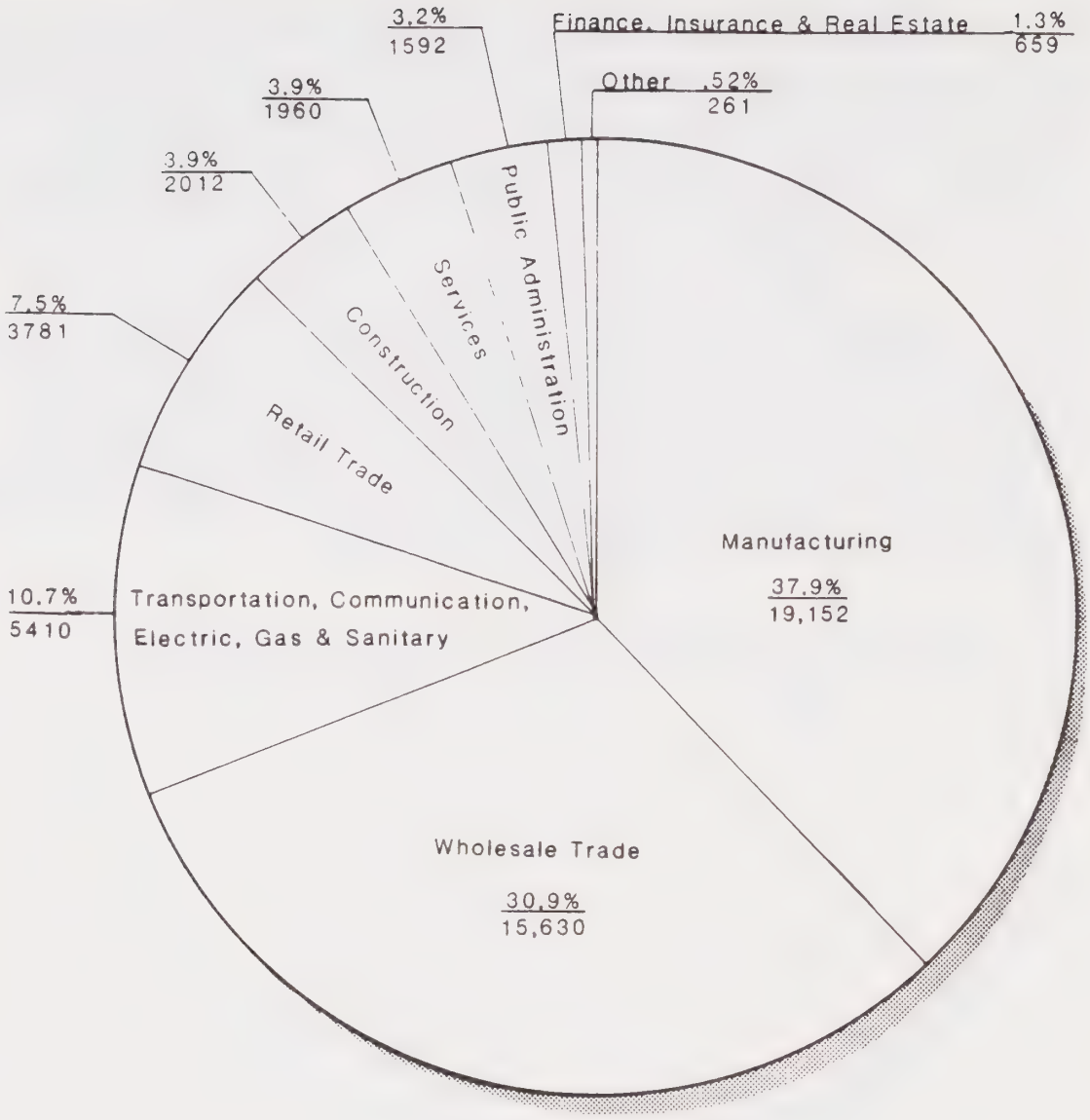
Figure H-4
Places of Employment-
Commerce Residents

SOURCE: 1980 U.S. Census

Business Population:

It is estimated that 70,000 people come to work each day in the City's 17,090 industrial plants and other businesses. A high percentage of these workers are laborers in the manufacturing industries. A 1976 Los Angeles County Community Development Department study revealed that 38 percent of the work force was employed in the manufacturing sector. Another 31 percent was involved in wholesale trade. Figure H-5 illustrates the distribution of the work force in 1976.

Since 1976, Commerce has continued to expand as a major distribution center for both durable and non-durable goods. Also, emphasis in the industrial sector has shifted from heavy industrial uses to lighter research and development and manufacturing operations. Employment in the retail and service sectors has also risen as old industrial properties are redeveloped with commercial centers. It is anticipated that growth will continue in those areas, and business population characteristics will change accordingly.



Total 50,457

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Figure H-5
Business Population - 1976
SOURCE: I.C.E. Los Angeles County

4.6 Constraints

Several factors place constraints on new residential development in the City. Land availability, existing land use patterns, market conditions, environmental conditions, and governmental obstacles limit the extent and rate of growth. These obstacles are not insurmountable, and the "Opportunities" section of this report discusses how planners and other government agencies can work within these constraints to achieve desired housing goals.

Land Availability - Land availability, or the lack of large tracts of vacant, residentially zoned land, places the biggest constraint on residential growth. With the exception of scattered vacant lots within existing neighborhoods, residential land in Commerce is completely developed.

Established Land Use Patterns - Many of the large vacant parcels in Commerce lie within established industrial zones and industrial areas. Other vacant lots lie adjacent to the numerous railway lines, freeways and urban arterials which traverse the city. Both the industrial uses, which account for approximately 85 percent of Commerce's land area, and the transportation corridors produce noxious sights, sounds, dust, and odors which are incompatible with residential land uses. Several neighborhood areas already are exposed to these annoyances. Problem areas include the Northwest neighborhood, where industrial activities abut homes, and along the railroad tracks in the Bandini-Rosini and Ferguson neighborhoods. The Southeast neighborhood (Greenwood) is impacted by railway lines, industrial operations and freeways.

Market Conditions - Housing in Commerce is relatively inexpensive, and a low vacancy rate indicates that the demand for both rental units and owner occupied units is fairly constant. It appears that new units would be absorbed readily into the marketplace.

The market, however, fluctuates beyond the control of the Redevelopment Agency, and these oscillations may hinder the agency's efforts to provide new, affordable housing. Redevelopment monies can encourage private developers to construct units even during periods of high interest rates and high construction costs, but in the final analysis, market conditions influence all private development decisions.

Governmental Obstacles - Governmental obstacles may be administrative, institutional, or political. Government agencies may place administrative constraints on growth through the adoption and implementation of land use policy plans and

land use ordinances. The General Plan may limit growth if limited areas are set aside for residential land uses. The zoning ordinances may impose further restrictions if development standards are too rigid or if zoning designations do not conform to existing land uses.

Standard bureaucratic procedures often present a major obstacle to new residential development. If project review procedures are time-consuming or cumbersome, residential developments may not be constructed as quickly as possible, or developers may be hesitant to build projects in the City. Political constraints cannot be anticipated as readily as administrative or institutional obstacles. Public opinion plays a major role in the decision-making process, and some politicians may be hesitant to approve projects which have not gained public support. In particular, housing projects for low income households and high density residential developments are often unpopular, but such projects may be needed to attain subscribed housing goals.

Environmental Constraints - No known earthquake faults traverse Commerce, nor is the City subject to flooding, slope erosion, landsliding or other such hazards. Naturally occurring environmental concerns should not constrain development. Man-made hazards, however, could restrict growth to specific areas.

As mentioned above, the dust, noise, odors and congestion generated by the circulation routes and industrial operations produce potential health hazards, and residential land uses should be protected from these irritants. An additional and perhaps greater health risk involves the presence of hazardous materials and dangerous chemicals at numerous industrial sites throughout the city. New residential projects should not be located near these sites, nor should they be situated downwind from any potentially lethal substances. Also, trucks and railcars transporting those products should not travel near residential developments.

An additional concern involves historic waste dumps and disposal sites from earlier industrial uses. The long-range and uncertain hazards produced by these sites could pose problems to and limit the area of new residential developments.

Although numerous constraints to residential growth do exist, Commerce is not devoid of opportunities to expand its housing stock.

Land Availability - As mentioned above, vacant parcels lie scattered throughout the city, and although many parcels are located in industrial areas, some lots do lie within well established residential neighborhoods. These lots can be developed individually in accordance with existing zoning requirements, or, where appropriate, several adjacent lots can be acquired for multiple family projects. Figure H-6 provides an inventory of existing vacant lots.

The Redevelopment Agency actively and purposely seeks out parcels like these which, individually, are difficult to develop. The parcels need not be vacant but may instead contain substandard or dilapidated units which could be removed. As mentioned above, the Greenwood Townhouse project in the Southeast neighborhood has replaced old single family units with newer multiple family townhouses. The project yields a higher land use density yet still allows ownership of units. The Redevelopment Agency proposes to build similar projects in this neighborhood.

Existing Land Use Patterns - Several existing neighborhoods abut incompatible land uses. Problems are particularly evident in the Northwest neighborhood where residences lie adjacent to industrial buildings, railroad tracks and freeway rights-of-way.

The City has made efforts to correct these problems by adopting a Northwest Neighborhood Revitalization Specific Plan. The Plan outlines several mitigation measures designed to provide more livable neighborhoods, and these recommendations can be applied throughout the city to create areas suitable for new residential developments.

In some areas, industrial operations front on local streets, and heavy truck traffic uses routes designed for light automobile traffic. Some industrial uses could be gradually relocated to more suitable areas, and the industrially zoned properties could be rezoned and converted to residential uses. Adoption of specific plans or redevelopment projects in such areas would grant governmental agencies the authority to institute these changes.

In locations where vacant residential lots are adjacent to obtrusive and potentially hazardous noise sources, particularly freeways, sound walls can be constructed to reduce noise levels. Throughout Southern California new homes are being built adjacent to freeways and large walls, landscaping, and deeper backyard setbacks are used to mitigate the noise from the

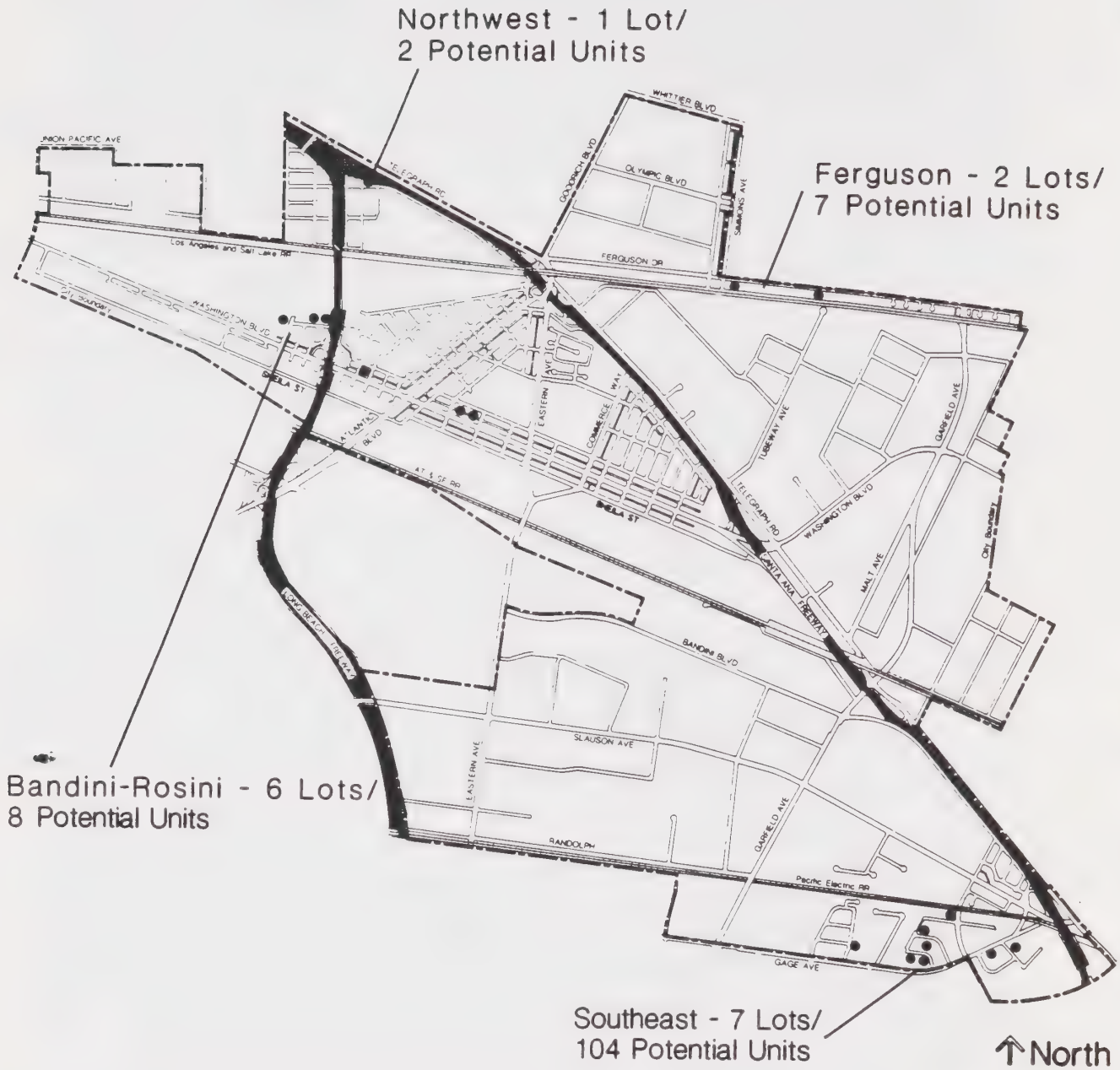

Figure H-6
Vacant Land Inventory -
Residential
(As of January 1987)

Housing Element
Technical Report-38
9/8/87

freeway. In fact, the new Village Homes project in Commerce has been constructed adjacent to the Santa Ana Freeway, and noise concerns have been addressed as mentioned above.

Railway lines pose similar noise problems, and the same type of mitigation measures can be employed. New residential projects should not necessarily be encouraged adjacent to railroad lines, but in established neighborhoods, new residential project approval should be contingent upon the reduction of noise impacts.

Market Conditions - Little can be done to control the housing market. In Commerce most development occurs on an infill basis, and market forces are not as evident at this level. The Redevelopment Agency in the past has funded new development even during weak market periods.

Governmental Obstacles - Both administrative and institutional hurdles to growth can be cleared relatively easily by amending land use laws and policies and by simplifying the development process. Consistent application of zoning and code enforcement will also aid in upgrading blighted areas and preventing blight in others. Political constraints, however, seem to persist despite efforts to remove them.

Through the adoption of a new General Plan, Commerce will be able to set new goals for residential development. The Housing Element specifically will spell out the policies and programs designed to provide safe and affordable housing, and this element can be amended at least three times a year, and by law it must be updated every five years.

Commerce prides itself in being able to work closely with builders to bring about the best project possible. The City issues site plan approval for all projects and contracts with the County of Los Angeles Department of Building and Safety for building plan approval. The City would like to establish a one-step development permit office which would include a building permit agency. Such an office could speed up and simplify the development process.

Limited opportunities exist for reducing political obstacles to growth. Dissatisfied citizens may always exercise their voting rights to replace decision-makers who make unpopular decisions, but changes can be slow to evolve. Planning is by nature a political process; therefore, the political constraints will always exist.

The processing fees for various permits required for new residential development are summarized in Table H-29.

TABLE H-29

PROCESSING FEES AND PERMIT REQUIREMENTS - 1986

PROJECT	TYPE OF PERMIT	COST	PERMITTING AGENCY
A. New Single Family Unit	Plot Plan	$ 0	City of Commerce Community Development
	Plan Check Fee	$ 118 and up (1)	County of Los Angeles Building & Safety
	Building Permit	$ 138 and up (1)	
	Permit Issuance Fee	$ 10.50	
	School Impact Fee	$ 1.50 per sq.ft.	Los Angeles Unified School District Montebello Unified School District
B. New Multi-Family Unit	Plot Plan	$ 0	Community Development
	Zone Change (4)	$ 200.00	
	Plan Check Fee	$ 214 and up (2)	Building & Safety
	Building Permit	$ 252 and up (2)	
	Permit Issuance Fee	$ 10.50	
	School Impact Fee	$ 1.50 per sq.ft.	Los Angeles Unified School District Montebello Unified School District
C. Addition to Single or Multi-Family Unit	Plot Plan	$ 0	Community Development
	Modification of Standards (5)	$ 25	
	Plot Check Fee	$ 25 and up (3)	Building & Safety
	Building Permit	$ 26 and up (3)	
	Permit Issuance Fee	$ 10.50	
	School Impact Fee	$ 1.50	Los Angeles Unified School District Montebello Unified School District

(1) Fees based on money value of proposed structure; base value assumed to be $20,000.
(2) Fees based on money value of proposed structure; base value assumed to be $40,000.
(3) Fees based on money value of proposed structure; base value assumed to be $2,000.
(4) Zone change not always required.
(5) Modification of Standards required only when project does not conform to zoning standards.

COMMERCE
General Plan

CIRCULATION ELEMENT

General Plan
COMMERCE

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CIRCULATION ELEMENT

CITY OF COMMERCE GENERAL PLAN

September 8, 1987

Prepared by:

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Pasadena, California 91104

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1.0 INTRODUCTION

1.1 State Requirements

A sound, safe and sensible circulation system allows for the efficient movement of people and goods in and around the City. The Circulation Element is concerned with establishing policies and programs which will improve the ability of all systems to meet the transportation needs of Commerce.

State Law requires every general plan to contain a Circulation Element which, at a minimum, must identify the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the land use element of the general plan" [Section 653002(b)]. Items of particular concern to the City of Commerce include:

- Truck traffic;
- Streets, highways and freeways;
- Parking facilities;
- Transit and rapid transit;
- Railways;
- Paratransit (e.g. carpooling, vanpooling, taxi service);
- Bicycle and pedestrian facilities; and
- Heliports.

The Circulation Element addresses the circulation improvements needed to relieve congestion, to provide mass transit services, and to lessen long-term air quality impacts related to transportation.

Much of the background material and description of the existing circulation system required by State Law is contained in the Circulation Element Technical Report. This Element serves primarily to summarize circulation issues and concerns and to propose goals, policies and implementation measures which address these concerns.

1.2 Issues Identification

Circulation

Commerce is serviced by a network of freeways, railways and urban arterials which in part have contributed to the extensive industrialization of the City. The presence of industry and the major transportation corridors traversing the City create unique circulation problems which impact both City residents and members of the business population. Existing problems include:

Freeways - Interstate 5 and Interstate 710 both operate at or near capacity during rush hours. Traffic congestion can be a problem on Interstate 5 during any hour of the day, even on weekends. Freeway traffic often backs up onto local streets. Traffic through Commerce increases during periods of extensive freeway delay.

Interchanges - Freeway interchanges in Commerce were not designed to modern standards. Short ramps with sharp curves slow vehicles exiting and entering the freeways. Large trucks experience particular difficulty using the ramps. Freeway access is especially problematic at the Interstate 5/Atlantic Boulevard interchange. For many years this interchange, known locally as the "Mixmaster," has troubled motorists and traffic engineers.

Major Arterials - Several sections of the City's major arterials operate at or near capacity, including:

- Garfield Avenue between Washington Boulevard and Ferguson Drive;
- Slauson Avenue;
- Telegraph Road between Tubeway Avenue and Washington Boulevard; and
- Washington Boulevard.

A complete discussion of roadway capacity is provided in the Circulation Element Technical Report.

Trucks - Circulation studies prepared for the City estimate that heavy trucks comprise 20 to 30 percent of all local traffic. Modern trucks are longer and larger than those for which the City streets and industrial development loading areas were designed to accommodate. Trucks may aggrevate traffic congestion as they attempt to navigate the older streets.

Parking - Many of the City's businesses and residential developments provide inadequate parking for visitors and residents. On-street parking in the commercial and industrial areas slows traffic flow. In the residential neighborhoods, cars crowd the streets, making it difficult for City street cleaners to sweep the streets.

Existing Development - Development along Washington Boulevard and Atlantic Boulevard generally is built to the front property line. Consequently, the City would face an extremely expensive, if not impossible, task of widening either of these two major arterials. Similar problems exist along portions of other arterial routes.

Figure C-1 highlights roadway segments which experience frequent congestion due to the problems cited above.

Railways

Three major railway lines pass through Commerce. These lines serve primarily as freight routes. Grade separations are provided at all major roadway crossings to alleviate roadway congestion. Rail traffic generally does not interfere with motor vehicle movement through the City.

Level of Service E

Level of Service F

North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure C-1
Major Arterials Operating
At or Near Capacity-1986

Alternate Transportation Modes

Commerce is served by a network of regional and local mass transit systems. The Southern California Rapid Transit District (RTD) provides regional bus services. Several RTD bus lines run through Commerce and link the City to communities throughout the RTD service area. The RTD proposes to establish a light rail line through Commerce down the center of Interstate 710. The line would link the downtown Los Angeles and Long Beach employment centers to surrounding communities. A rail stop may be established in Commerce since the City supports a large employment base.

The City operates its own free bus system within the incorporated City limits. Free "Medi-Ride" services are also provided to elderly and handicapped residents. Existing routes adequately serve residents' intracity transportation needs.

Although the City does not require major employers to provide private transit services to commuting employees, several large companies do operate carpool and vanpool programs. Regional paratransit programs are sponsored by Caltrans. Such programs can serve to reduce peak hour traffic in and out of the City.

Commuter air service is provided by a private helicopter air transport company. The heliport located on Mansfield Way offers ready access to the City's industrial park developments.

Designated bicycle lanes are not provided along any of the City's roadways. High volumes of truck traffic on major roadways present increased hazards to cyclists. Bicycle lanes may be considered inappropriate along the major thoroughfares.

2.0 PROPOSALS

2.1 Street Classification Standards

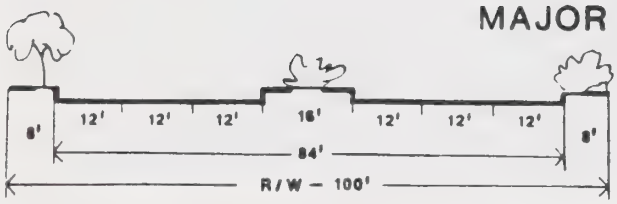
Streets in the City of Commerce may be classified according to their primary function. The City of Commerce has established roadway classifications for three types of roadways. The roadways are described below and are shown in cross-section on Figure C-2.

Major Arterial - The main function of a major arterial is to provide regional, sub-regional and intra-city travel service. Through traffic comprises the bulk of traffic volumes on arterials. These streets provide three traffic lanes in each direction, and the lanes may be separated by either a median strip or a two-way, left turn lane. Arterials contain 84 feet of paving within a 100-foot right-of-way. Lanes are 12 feet wide, and the center median or turn lane is 16 feet wide. The following streets in Commerce are arterials: Washington Boulevard, Eastern Avenue, Garfield Avenue, Olympic Boulevard, Slauson Avenue, Whittier Boulevard and Telegraph Road.

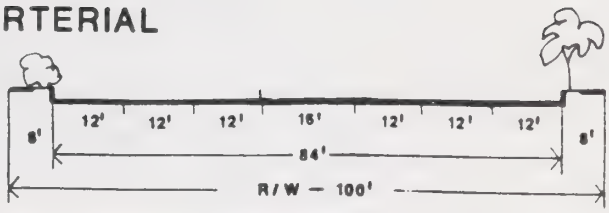
Secondary Street - Secondary streets serve a similar function as major arterials, except the design capacity of secondary streets is not as great. Also, secondary streets do not carry the volumes of through traffic found on arterials. Secondaries have an 80-foot wide right-of-way with 64 feet of paving. Two roadway configurations are used. A secondary may contain two 12-foot wide traffic lanes in each direction, separated by a 16-foot wide, two-way left turn lane. Alternatively, the center left turn lane may be replaced by 8-foot wide curb parking lanes on each side of the street. Roadways categorized as secondary streets include Gage Avenue and Bandini Boulevard (from Eastern to Garfield).

Collector Street - A collector street provides circulation in a defined geographic area of a city and connects this area to secondaries, arterials and freeways. Most traffic uses collector streets to move to roadways carrying intra-city or through

MAJOR ARTERIAL

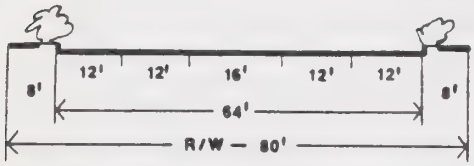


SIX-LANE DIVIDED WITHOUT PARKING
(OPTIONAL OFF-PEAK CURB PARKING)

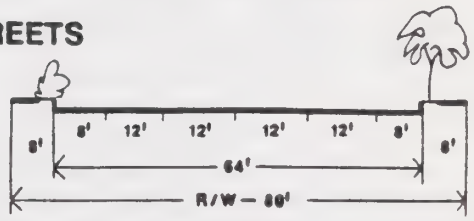


SIX-LANE WITH MIDBLOCK
LEFT TURN CHANNELIZATION
(OPTIONAL OFF-PEAK CURB PARKING)

SECONDARY STREETS

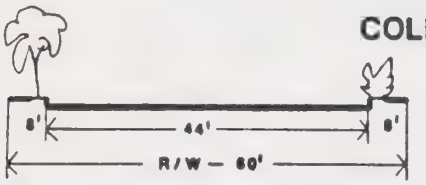


FOUR-LANE WITH MIDBLOCK
LEFT TURN CHANNELIZATION

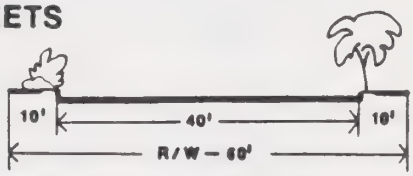


FOUR-LANE WITH PARKING

COLLECTOR STREETS



TWO-LANE WITH PARKING FOR
INDUSTRIAL AND COMMERCIAL AREAS



TWO-LANE WITH PARKING
FOR RESIDENTIAL AREAS

General Plan
COMMERCE

Figure C-2
Roadway Standards

traffic. Commerce contains two types of collector streets - commercial/industrial and residential. Commercial/industrial collectors contain 44 feet of paving within a 60-foot right-of-way; curb parking is permitted on both sides of the street. Collectors in residential areas have 40 feet of paving within the same 60-foot right-of-way. Residents may park along the curb. Collector streets in Commerce include: Goodrich Boulevard, Simmons Avenue, Ferguson Drive, Harbor Street and Commerce Way.

As indicated in the previous section, many of the City's roadways were not designed to accommodate the large interstate, multi-axle trucks which now travel through the City. However, redevelopment activity in industrial areas gradually is providing wider streets designed to support heavy volumes of truck traffic. The City has not yet established an industrial road width standard. A standard will be adopted once the City conducts a needs assessment, and the standard will be incorporated into the Circulation Element via a General Plan amendment.

2.2 Circulation Plan

Implementation of the General Plan Land Use Element could add an estimated 44,700 daily trips to the City street system. Because the City now is virtually built-out, the additional trips will result from limited infill development and redevelopmennt of older industrial area and recycling to higher densities in select residential neighborhoods. The majority of the trips (42,700 total trips) will be generated by three redevelopment areas - the Town Center Planning Area and the Southeast Planning Area.

On a City-wide basis, the additional number of trips is not significantly large, considering that the typical regional shopping center with two anchor stores can generate up to 35,000 vehicle trips per day. Table C-1 indicates the anticipated future traffic volumes on major roadways at complete build-out of the City in accord with General Plan land use policy. Because several roadway segments are expected to operate at or near roadway capacity, specific circulation improvements will be necessary to relieve anticipated congestion by attaining the potential capacity shown. These improvements are outlined in the Goals and Policies section of this Element and are also discussed below.

Redevelopment activity in seven of the nine Planning Areas will not lead to a significant increase in traffic volumes above existing levels. Land use policy generally calls for preservation of existing building intensities. Modifications to the circulation system in these areas actually may improve traffic flow. Circulation goals and policies describe these modifications.

The master circulation plan is illustrated on Figure C-3.

Town Center Planning Area

Land use policy calls for a minor intensification of land use in the Town Center Planning Area. Properties fronting on Tubeway Avenue may support higher intensity office, light industrial and related commercial uses, rather than the heavy industrial developments which predominated in the past. A master development plan prepared for the

	EXISTING CAPACITY					POTENTIAL CAPACITY	
	Proposed Land Use Volume (24-Hour)	Existing Capacity (ADT)	Volume to Capacity Ratio (V/C)	Level of Service (LOS)	Potential Capacity (ADT)*	Volume to Capacity Ratio (V/C)	Level of Service (LOS)
Atlantic Blvd.							
btwn. Long Beach Fwy. and Washington Blvd.	27,800	24,000	1.16	F	36,000	0.77	C
btwn. Washington Blvd. and Eastern Ave.	26,300	24,000	1.10	F	36.000	0.73	C
Eastern Ave.							
btwn. Randolph St. and Slauson Ave.	20,400	24,000- 36,000	0.85 0.57	D-A			
btwn. Slauson Ave. and Commerce Way	16,000	24,000	0.67	B			
btwn. Commerce Way and Santa Ana Fwy.	14,100	24,000- 36,000	0.59 0.39	A-A			
Garfield Ave.							
btwn. Gage Ave. and Slauson Ave.	23,900	24,000	1.00	E	36,000	0.66	B
btwn. Slauson Ave. and Bandini Blvd.	27,900	24,000	1.16	F	36,000	0.78	C
btwn. Bandini Blvd. and Telegraph Rd.	37,700	24,000	1.57	F	36,000	1.05	F
btwn. Elm St. and Washington Blvd.	24,700	24,000	1.03	F	36,000	0.69	B
btwn. Washington Blvd. and Ferguson Rd.	20,700	24,000	0.86	D	36,000	0.58	A
	26,300	24,000	1.10	F	36,000	0.73	C
Olympic Blvd.							
btwn. Goodrich Blvd. and Simmons Ave.	18,300	24,000	0.76	B			
Slauson Ave.							
btwn. Long Beach Fwy. and Eastern Ave.	24,000	24,000- 36,000	1.00 0.67	E-B	36,000	0.67	C
btwn. Eastern Ave. and Garfield Ave.	24,600	24,000- 36,000	1.03 0.68	F-B	36,000	0.68	C
btwn. Garfield Ave. and Gage Ave.	28,300	24,000- 36,000	1.18 0.79	F-C	36,000	0.79	C
Telegraph Rd.							
btwn. Long Beach Fwy. and Eastern Ave.	16,400	24,000	0.68	B			
btwn. Eastern Ave. and Tubeway Ave.	20,400	24,000	0.85	D			
btwn. Tubeway Ave. and Washington Blvd.	37,000	24,000	1.54	F	36,000	1.03	F
btwn. Washington Blvd. and Garfield Ave.	17,800	24,000	0.74	C			
Washington Blvd.							
west of Long Beach Fwy.	24,900	24,000	1.04	F	36,000	0.69	B
btwn. Long Beach Fwy. and Atlantic Blvd.	20,000	24,000	0.83	D	36,000	0.56	A
btwn. Atlantic Blvd. and Commerce Way	24,800	24,000	1.03	F	36,000	0.69	B
btwn. Commerce Way and Santa Ana Fwy.	35,800	24,000- 36,000	1.49 0.99	F-E	36,000	0.99	E
btwn. Santa Ana Fwy. and Garfield Ave.	37,600	36,000	1.04	F			

* Potential capacity assuming implementation of circulation improvements outlined in Circulation Element.

General Plan
COMMERCE

Table C-1
Daily Vehicle Trips at Project Build-Out

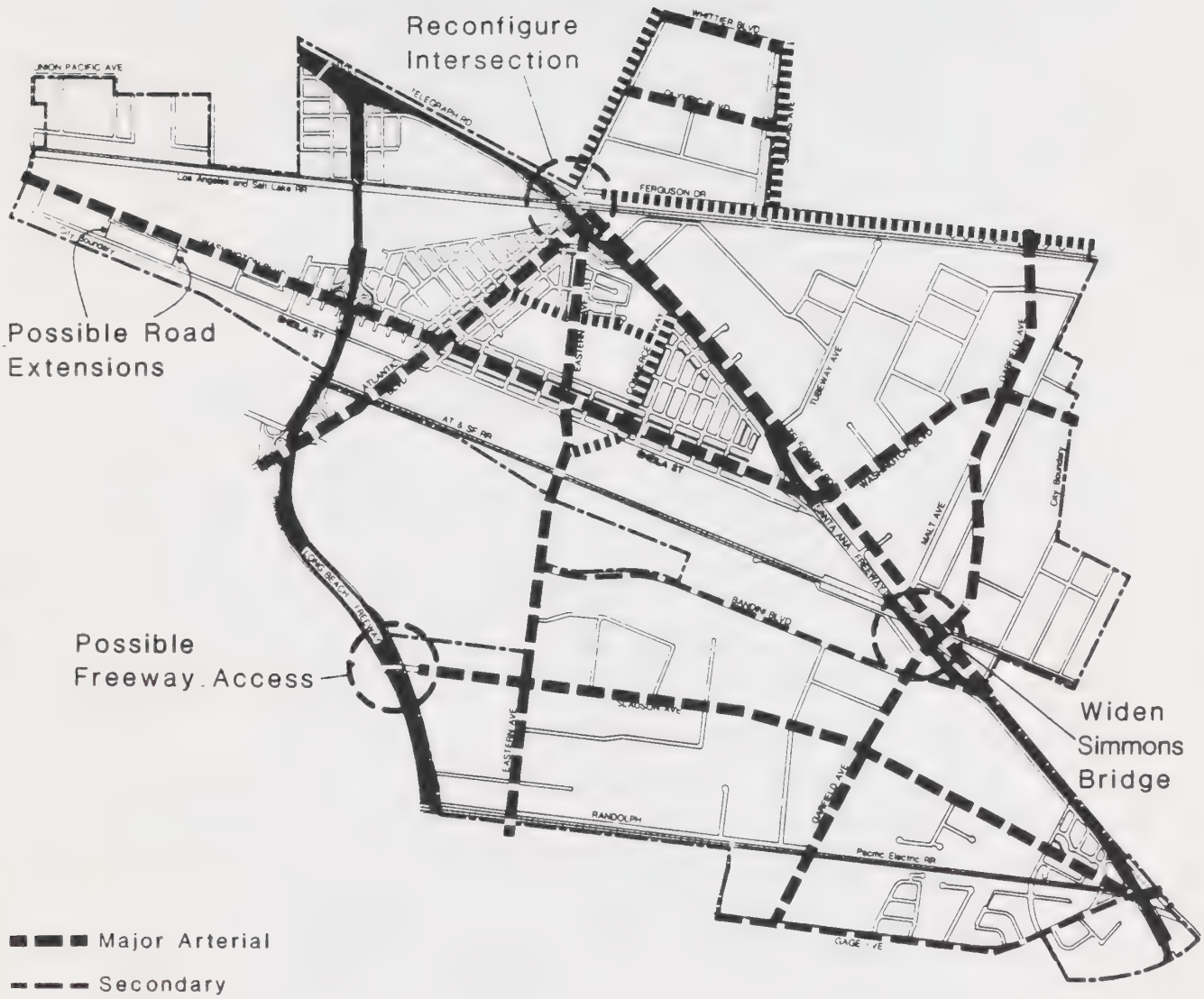


Figure C-3
Master Circulation Plan

vacant Uniroyal property bounded by Telegraph Road, Hoefner Avenue, Smithway Street and Tubeway Avenue calls for mixed use business park to be built over a five year period beginning in 1987 or 1988. This redevelopment will progressively add vehicles to roadways operating at or near capacity.

Anticipated circulation improvements within the Town Center Planning Area include:

- Reconfiguration of the Interstate 5/ Atlantic Boulevard interchange;

- Realignment of Telegraph Road; and

- Widening of Gerhart Avenue.

Priority will be placed on acquiring funding for the Interstate 5/Atlantic Boulevard interchange.

An assessment district is an alternative method of funding which may be established to obtain funds for the realignment of Telegraph Road. The master plan prepared for the Uniroyal property will incorporate circulation improvements designed to minimize access points onto Telegraph Road. Parking along Telegraph Road may be restricted during peak traffic periods.

Southeast Planning Area

Residential land use policy in the Southeast Planning Area calls for the gradual recycling of older, single family and duplex units to higher density, multiple family apartment and condominium developments. A greater intensity of use will result in increased traffic volumes on streets throughout the southern portion of the City, particularly along Garfield Avenue. Restricted peak hour curb parking may be required on Garfield Avenue.

The Commerce municipal bus system will continue to serve the neighborhood, reducing the need for additional intra-city private automobile trips. Bus schedule adjustments can be made as necessary to serve the needs of the Southeast Planning Area.

Commerce Park Planning Area

Almost two-thirds of the land area within Commerce Park is included within a redevelopment project area boundary or is targeted for future redevelopment efforts (Figure LU-10 in the Land Use Element). Industrial park developments may increase traffic volumes on the three major roadways serving the Planning Area - Eastern Avenue, Slauson Avenue and Bandini Boulevard. Major roadway improvements are not required on these streets. However, as new development occurs along these major streets and other roadways throughout the Planning Area, the City will require streets to be widened to designated right-of-way configurations.

To improve traffic flow along Eastern Avenue, Slauson Avenue and Garfield Avenue, the City will prohibit on-street parking during peak traffic periods as necessary. Traffic signal timing patterns will be reviewed at least once a year, and necessary adjustments will be made to obtain acceptable traffic flows.

Ferguson Planning Area

Gradual redevelopment of the Ferguson neighborhood in accord with land use policy may increase local residential traffic. Reconfiguration of the Interstate 5/Atlantic Boulevard interchange is anticipated to reduce through traffic volumes on Ferguson Drive. Nontheless, widening and resurfacing of Ferguson Drive is necessary to accommodate expected local traffic loads. Required right-of-way will be acquired through redevelopment activity and possible reduction in sidewalk widths on the north side of Ferguson Drive. Ferguson Drive improvement plans will be incorporated into the Ferguson specific plan.

Atlantic/Washington Planning Area

The Atlantic/Washington Planning Area contains two of the City's major roadways - Atlantic Boulevard and Washington Boulevard. These arterials carry high traffic volumes throughout the entire day. Redevelopment in Commerce and in adjacent communities will add vehicles to these

streets. Traffic flow can be improved by restricting parking on the boulevards during peak periods and by adjusting traffic signal timing. Washington Boulevard will be improved with concrete paving to reduce the long-term wear on the street and to reduce the costs and congestion associated with frequent street repairs.

Much of the industrial traffic in the Atlantic/Washington Planning Area travels along Sheila Street, parallel to Washington Boulevard. Sheila Street is a narrow roadway, and extensive truck parking along the curbs often limits traffic to one through travel lane. Street widening along selected sections of Sheila Street will relieve localized congestion.

Bandini-Rosini Planning Area

Local streets within the Bandini-Rosini neighborhood should not experience increased use due to implementation of land use policy. Existing roadways can adequately service anticipated circulation needs. Trucks will be prohibited from using the local neighborhood street system.

Rosewood Planning Area

The Rosewood neighborhood local street system will not require circulation improvements. Trucks will be prohibited from using local streets.

West Commerce Planning Area

Traffic volumes on Washington Boulevard are expected to increase slightly over time due to redevelopment in Commerce and in surrounding communities, particularly in Vernon. The percentage of truck traffic will remain high. To reduce traffic related to uses located south of Washington Boulevard, through access will be provided to Pacific Way from Sheila Street (west of Arrowmill Avenue). Washington Boulevard will be improved with concrete paving to reduce long-term wear on the street.

Northwest Planning Area

Circulation in the Northwest neighborhood is gradually improving through implementation of the Northwest Neighborhood Specific Plan. Land use policy calls for further separation of the industrial and residential uses as a means to reduce traffic conflicts. Trucks will be prohibited from driving on local streets east of the Long Beach Freeway. Recognized truck routes will be established on the streets east of Interstate 710.

2.3 Policies for Parking

All new development will be required to provide adequate parking in accord with zoning ordinance regulations. All new residential development must provide a minimum of two parking spaces per dwelling unit. New commercial and industrial development must provide all parking on-site, and loading areas must not interfere with parking areas. Where appropriate, portions of the Southern California Edison electric power easement may provide off-site parking for existing businesses.

The City will continue to enforce regulations prohibiting inoperable vehicles from parking on residential streets.

A street sweeping or overnight parking program may be established to reduce the level of off-site parking in the residential neighborhoods.

3.0 GOALS AND POLICIES

GOAL 1.0 - Provide a plan for a coordinated street circulation system for the safe and efficient movement of people and goods.

Policy 1.1 - Develop a street circulation system that is capable of adequately serving any reasonable expected increase in future traffic.

Policy 1.2 - Implement the standards for roadways identified in the Circulation Element for futur street improvements in the City.

Policy 1.3 - Adopt a standard for local roadways serving industrial developments.

Policy 1.4 - Provide safe and convenient pedestrian access between the residential neighborhoods and the parks and schools which service those neighborhoods.

Policy 1.5 - Work with the Los Angeles County Road Department to establish a roadway and traffic safety inspection program.

Policy 1.6 - Form assessment districts or charge development fees to acquire funds for proposed street widening programs.

Policy 1.7 - Require the cost of street improvements or new streets for new developments to be borne by developers.

Policy 1.8 - Encourage CalTrans to reconfigure the Interstate 5 (southbound) Atlantic Boulevard offramp.

Policy 1.9 - Initiate discussions with Cal Trans regarding the placement of a freeway interchange at the Slauson Avenue - Interstate 710 crossing.

Policy 1.10- Provide access to Sheila Street from Pacific Way west of Arrowmill Avenue.

Policy 1.11- Install concrete paving on Washington Boulevard between Indiana Street and Interstate 5.

Policy 1.12- Realign Telegraph Road and widen the Simmons bridge.

Policy 1.13- Widen Sheila Street as needed to accommodate existing and anticipated truck traffic along this route.

Policy 1.14- Widen Ferguson Drive between Gerhart Avenue and Garfield Avenue.

Policy 1.15- Widen Gerhart Avenue between Whittier Boulevard and Ferguson Drive.

Policy 1.16- Cooperate with the Sheriff's Department to enforce traffic laws on all City streets.

GOAL 2.0 - Ensure the provision of adequate off-street parking and loading facilities for each business and adequate off-street parking for all residences.

Policy 2.1 - Actively enforce existing curbside parking laws, particularly with regard to truck parking, along major roadways.

Policy 2.2 - Require all new developments to provide onsite parking in compliance with existing zoning regulations.

Policy 2.3 - Continue to enforce parking regulations as they apply to existing developments.

Policy 2.4 - Continue to enforce ordinance regulations which prohibit the parking of inoperable vehicles on residential streets.

Policy 2.5 - Develop a program to limit curbside parking in residential neighborhoods.

Policy 2.6 - Examine the feasibility of establishing an overnight parking ordinance or a street cleaning program which will serve to restrict offsite parking in residential neighborhoods.

GOAL 3.0 - Separate traffic associated with commercial and industrial uses from residential neighborhoods.

Policy 3.1 - Prohibit truck traffic and other traffic associated with industrial and commercial land uses from using local streets which service residential neighborhoods.

Policy 3.2 - Implement measures which will prohibit through traffic on local streets.

Policy 3.3 - Establish recognized truck routes in the Northwest neighborhood.

GOAL 4.0 - Encourage the use of alternate transportation modes through all means available to promote such use.

Policy 4.1 - Continue to provide Commerce residents with a local public transit system.

Policy 4.2 - Monitor population shifts and development which may require modifying municipal bus system schedule and service routes to better service the major employment, shopping and service areas throughout the City.

Policy 4.3 - Increase the amount of parking provided for the transportation yard.

Policy 4.4 - Establish bus shelters at RTD stops to increase public recognition and use of the local and regional transit system.

Policy 4.5 - Provide Commerce and RTD brochure racks at City Hall and community centers.

Policy 4.6 - Encourage major employers to adopt Transportation Management Plans with provisions for carpooling and vanpooling.

Policy 4.7 - Continue to cooperate with regional transportation agencies to establish routes and stations in Commerce for the proposed regional light rail mass transit system.

Technical Report - Circulation Element

General Plan

COMMERCE

4.0 TECHNICAL REPORT

4.1 Introduction

This Technical Report is concerned with describing and analyzing the existing system of roadways in the City of Commerce. State law requires that every local general plan contain a circulation element which describes the extent and general location of existing and proposed major thoroughfares, transportation routes, terminals, and public utilities and facilities. This report will serve to describe these facilities as they presently exist.

4.2 Existing Roadway Classification System

The City of Commerce is served by two freeways which provide direct access to the regional system of Interstate and State freeways. The two freeways, the Santa Ana Freeway and the Long Beach Freeway, meet at a full interchange in the extreme northwestern portion of the City.

The Santa Ana Freeway (Interstate 5) traverses the City from the northwest to the southeast. Within the City, access is provided by ramps at Eastern Avenue, Washington Boulevard, Garfield Avenue and Slauson Avenue. The current traffic volume of the freeway between Slauson and Washington is 208,000 vehicles per day (ADT), and the volume between Washington and Atlantic is 178,000 vehicles per day (ADT).

The City is also served by the Long Beach Freeway (Interstate 710) which crosses the westernmost section of the City. Direct access to the Long Beach Freeway is provided by ramps at Washington Boulevard and Atlantic Boulevard. Average daily traffic (ADT) volumes on this freeway are approximately 176,000 vehicles.

The City of Commerce contains approximately 66 miles of publicly maintained roadways under the responsibility of the City of Commerce Public Works Department. The Public Works Department contracts with the County for road maintenance.

Roadways within cities generally are categorized according to function, design, and traffic load capacity. These classifications may vary somewhat from city to city, though they generally have more in common than differences. The City of Commerce established a street classification system which conforms to roadway standards established by the Los Angeles County Road Department. The classification system describes the categories of roadways and include specific design standards, right-of-way width, pavement width, number of lanes, and other improvements. Roadway classifications are described in the General Plan Circulation Element.

4.3 Levels of Service

A roadway's ability to handle current traffic loads can described in terms of Level of Service, or LOS. The LOS is the ratio of a road's design capacity to the existing traffic volumes. For example, a road with a design capacity of 24,000 vehicles per day carrying 20,000 vehicles per day has an LOS ratio of 0.83. Ratio ranges can be used to describe actual traffic operating conditions as outlined in Table C-2. A ratio of 0.83 corresponds to LOS D, which is characterized by unstable traffic flows.

The level of service can be calculated if the design capacity for average daily traffic (in ADT) and the existing traffic volumes (in ADT) are known. This information was obtained from the County of Los Angeles Department of Public Works which provided both peak-hour and 24-hour volumes for selected roadway segments. The 24-hour traffic counts were substituted for ADT counts to calculate the existing level of service.

The traffic counts indicated in Table C-3 were obtained using automatic machine counters at intersections which regularly overcount multi-axled trucks and as a result, actual number of vehicles using any given segment of roadway will be overestimated by ten to thirty percent, depending on the number of trucks using that particular segment of roadway.

The level of service calculation is determined by using the 24-hour vehicle volumes which, as discussed above, are overestimates. The impact of these inflated counts on determining level of service are offset when considering the fact that the larger trucks will significantly reduce operating LOS on any given roadway segment.

As evident from examination of Table C-3, substantial portions of the City's system of major arterial roadways are operating at or near design capacity during peak hours. This is compounded by excessive peak-hour volumes on all major roadways serving the City and the surrounding region. In addition, the region's freeway network in the vicinity of the City is handling peak-hour volumes that exceed their design capacity. Those roadway segments operating at or near their design capacity are indicated in Figure C-1 in the Circulation Element.

TABLE C-2

LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Traffic Conditions	Range of Volume to Capacity Ratio
A	Low volumes; primarily free flow operations. Density is low and vehicle can maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00-0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.	0.61-0.70
C	Stable operations; however, the ability to maneuver is more by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse coordination or longer queues cause delays.	0.71-0.80
D	Approaching unstable traffic flow where small increases in volume could cause delays. Most drivers are restricted in their ability to maneuver and to select travel speeds. Comfort and convenience are low but tolerable.	0.81-0.90
E	Operations are characterized by significant approach delays and average travel speeds of one-half to one-third the free flow. Flow is unstable and potential for stoppages of brief duration increases. High signal density, extensive queuing or signal progressio/ timing are the typical causes of delay.	0.91-1.00
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to downstream congestion.	

TABLE C-3

OPERATING LEVEL OF SERVICE FOR MAJOR ARTERIALS IN COMMERCE

	Design	Volume (24-hour)	Design Capacity (ADT)	Level of Service (LOS)	
Atlantic Blvd.					
btwn. Long Beach Fwy. and Washington Blvd.	4-lane	24,000	24,000	1.00	E
btwn. Washington Blvd. and Eastern Ave.	4-lane	23,000	24,000	.96	E
Eastern Ave.					
btwn. Randolph St. and Slauson Ave.	4 and 6-lane	18,400	24,000-36,000	.76-.51	A
btwn. Slauson Ave. and Commerce Way	4-lane	13,800	24,000	.58	A
btwn. Commerce Way and Santa Ana Fwy.	4 and 6-lane	13,000	24,000-36,000	.54-.36	A
Garfield Ave.					
btwn. Gage Ave. and Slauson Ave.	4-lane	19,000	24,000	.79	C
btwn. Slauson Ave. and Bandini Blvd.	4-lane	22,000	24,000	.92	E
btwn. Bandini Blvd. and Telegraph Rd.	4-lane	32,000	24,000	1.33	F
btwn. Telegraph Rd. and Elm St.	4-lane	23,000	24,000	.96	E
btwn. Elm St. and Washington Blvd.	4-lane	19,000	24,000	.79	C
btwn. Washington Blvd. and Ferguson Rd.	4-lane	22,000	24,000	.92	E
Olympic Blvd.					
btwn. Goodrich Blvd. and Simmons Ave.	4-lane	18,400	24,000	.77	C
Slauson Ave.					
btwn. Long Beach Fwy. and Eastern Ave.	4 and 6-lane	23,300	24,000-36,000	.97-.65	E-B
btwn. Eastern Ave. and Garfield Ave.	4 and 6-lane	23,800	24,000-36,000	.99-.66	E-B
btwn. Garfield Ave. and Gage Ave.	4 and 6-lane	26,800	24,000-36,000	1.12-.74	F-C

TABLE C-3

OPERATING LEVEL OF SERVICE FOR MAJOR ARTERIALS IN COMMERCE

-continued-

	Design	Volume (24-hour)	Design Capacity (ADT)	Level of Service (LOS)	
Telegraph Rd.					
btwn. Long Beach Fwy. and Eastern Ave.	4-lane	15,000	24,000	.62	B
btwn. Eastern Ave. and Tubeway Ave.	4-lane	11,600	24,000	.48	A
btwn. Tubeway Ave. and Washington Blvd.	4-lane	27,000	24,000	1.13	F
btwn. Washington Blvd. and Garfield Ave.	4-lane	13,600	24,000	.57	A
Washington Blvd.					
west of Long Beach Fwy.	4-lane	23,800	24,000	.99	E
btwn. Long Beach Fwy. and Atlantic Blvd.	4-lane	18,900	24,000	.79	C
btwn. Atlantic Blvd. and Commerce Way	4-lane	23,000	24,000	.96	E
btwn. Commerce Way and Santa Ana Fwy.	4 and 6-lane	33,600	24,000-36,000	1.38-.93	F-E
btwn. Santa Ana Fwy. and Garfield Ave.	6-lane	34,000	36,000	.94	E

4.4 Alternate Modes of Transportation

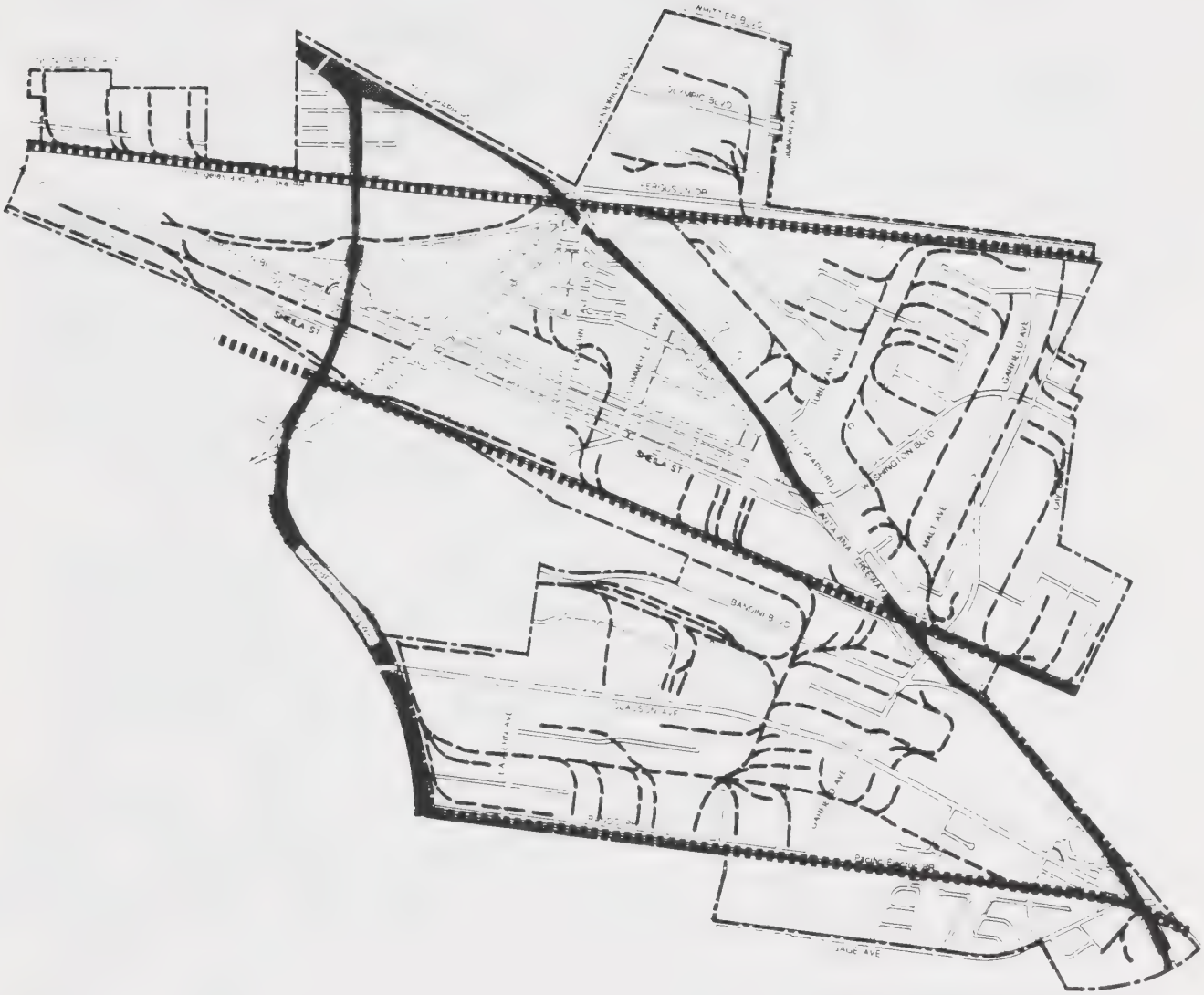
Railroads: The numerous rail lines traversing the City connect industry within the City to the regional rail network. Three mainline railroad routes traverse the City in an east-to-west fashion. The Union Pacific Railroad operated a mainline that connects the Union Pacific Railyard in the extreme northwestern portion of the City. The Atchison Topeka and Santa Fe Railroad (AT & SF) operates a mainline that generally parallels Bandini Boulevard through the City providing a connection to the AT&SF railyard in the eastern portion of Vernon. Finally, the Southern Pacific Railroad operates a mainline that parallels Randolph Street in the southernmost portion of the City. In addition, many of the individual parcels in the industrial portions of the City are served by railroad spurs, as shown on Figure C-4.

Airports: Five airports were once located within the incorporated boundaries of the City though all have long since been closed. A single heliport facility is located within the City at the northeast corner of the intersection of Eastern Avenue and Mansfield Way. This privately-owned and operated facility provides regularly scheduled service between Los Angeles Airport and other points in the region.

Public Transportation: The City operates its own bus system within the incorporated limits of the City. In addition, Commerce is served by the Southern California Rapid Transit District (RTD) which contexts the City with the surrounding region.

The City of Commerce currently operates five passenger buses and three excursion buses. The passenger buses operate seven days a week and are free of charge. The City operated bus system connects with the Montebello Municipal Bus lines and the RTD routes. In addition, the Commerce Transportation Department also operates "Medi-Ride", which provides elderly and handicapped residents with transportation to medical appointments or other destinations. The current routes of the two bus systems operating within the incorporated boundaries of the City are depicted in Figure C-5.

The RTD has several bus routes which pass through Commerce. Buses on these lines not only transport Commerce residents to surrounding cities and beyond, they also bring thousands of commuters into the City each work day. As Figure C-5 shows, RTD lines service the major employment centers in Commerce.



Main Railroad Right-of-Ways

Spurs

△ North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure C-4
Railway Lines

Circulation Element
Technical Report-7
9/8/87

Commerce Blue/Red Routes

Commerce Yellow/Green Route

RTD Bus Routes

North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure C-5
Bus Routes-1986

Circulation Element
Technical Report-8
9/8/87

4.5 Utilities and Transmission Lines

Water: The City's domestic water system is operated by California Water Service (Cal Water). The system consists of twelve water pumps, one 2.5 million gallons storage tank and many miles of water lines. Engineers of Cal Water indicate that the system operates without any problems. No areas of the City experience unusually low or high water pressure. The system maps are kept on file in Cal Water's local office in Commerce and the headquarters office in Montebello.

Sewer: The Los Angeles County Sanitation District operates and maintains the City's sewage collection system. Commerce sewage is collected and treated by the County's joint outfall system, which services many communities throughout Los Angeles County. Sewage collected in Commerce may be transferred to any of the County's several treatment plants. Existing system treatment capacity stands at 385 million gallons of sewage per day. Existing treatment demand is 362 million gallons of sewage per day. Maps of the Commerce sewer system are on file at the City of Commerce Department of Public Works and at the County Sanitation District offices.

Cellular Telephone: Los Angeles Cellular Telephone Company's headquarters and central switching facility is located at 6045 Slauson Avenue in Commerce. The facility includes a 150 foot Monopole Antenna tower, and is seismically braced and completely self-sufficient. In the event of a major catastrophe, this facility could well provide the only reliable means of communication throughout Commerce and the area.

Electric Power: The Southern California Edison Company (SCE) maintains a 300 foot wide electric power easement which runs through the eastern portion of the City. The easement contains above ground electricity transmission lines. An SCE substation is located at the northwest corner of Garfield Avenue and Gage Avenue.

Natural Gas: Several high pressure gas mains owned by the Southern California Gas Company traverse the City. Gas line locations are shown on maps kept on file in the Gas Company's Downey office.

Petroleum Pipelines: Both the Mobil Oil Company and Chevron U.S.A., Inc. maintain petroleum pipelines in Commerce. Mobil has an eight-inch line which parallels Sheila Street, turns south down Eastern Avenue to the Atchison, Topeka and Santa Fe Railroad line, and travels east to the Santa Ana Freeway. Chevron's transmission line roughly follows the course of the SCE power easement.

COMMERCE
General Plan

PUBLIC SAFETY ELEMENT

General Plan
COMMERCE

CITY OF COMMERCE GENERAL PLAN

PUBLIC SAFETY ELEMENT

September 8, 1987

Prepared by:

Cotton/Beland/Associates
1028 North Lake Avenue
Pasadena, California 91104

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1.0 INTRODUCTION

1.1 State Requirements

All citizens living and working in the City have the right to expect protection from any natural or man-made hazard or disaster which may threaten human health, safety and welfare. The Public Safety Element is concerned with identifying these hazards and providing ways to reduce the risk of property damage, injuries or loss of life associated with living in the urban environment.

State Law requires every safety element to include the following components:

- The identification, mapping, and appraisal of seismic hazards which should be of concern, including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));

- An appraisal of mudslides, landslides, and slope stability which might occur as a result of a seismic disturbance (Section 65302(f)); and

- The identification of the potential for fires and other natural and man-made disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i)).

The City of Commerce General Plan Public Safety Element also serves as a mini-emergency preparedness plan. This Element contains an evacuation plan which identifies evacuation routes and the locations of emergency public shelters.

The Public Safety Element emphasizes the importance of emergency preparedness in reducing the impacts of natural and man-made disasters. Effective disaster response requires the cooperation of many governmental agencies. A primary goal of the City is to continue working with these agencies both to prevent disasters and to minimize the effects of catastrophic events.

1.2 Issues Identification

Commerce is relatively free of many environmental hazards that would otherwise present constant and significant threats to public health and safety. Environmental hazards can be generally grouped under two categories: those resulting from natural disaster and those resulting from the actions of man. Identification of these hazards facilitates effective disaster planning, as described in Section 2.0 of this element.

Natural Hazards

The natural hazards of concern to Commerce residents are limited to geologic and flooding hazards.

Geologic: No known or suspected earthquake faults traverse Commerce. However, the network of known and suspected faults which cut across Southern California present seismic hazards (ground shaking, dam failure) have the potential to cause great upset in Commerce and in the surrounding region. Geologic evidence suggests that the San Andreas Fault has a 50 percent chance of producing a major earthquake (7.5 to 8.5 Richter magnitude) within the next 30 years. An earthquake of this magnitude is comparable to the great San Francisco earthquake of 1906. Depending on the time of day, such an earthquake would cause between 3,000 and 13,000 fatalities in the Southern California region. The number of injured is estimated to be very high with some analysts estimating the number of casualties to exceed the number of hospital beds in the free world.

Historically, earthquakes which have had significant effects on Commerce are centered along the Newport-Inglewood fault zone. The 1933 Long Beach earthquake resulted in substantial damage in Commerce. While a seismic event produced by this fault zone has the potential to cause more intensive groundshaking in Commerce than a San Andreas induced episode, geologists consider an earthquake from the Newport-Inglewood Fault less likely within the next 30 to 50 years.

Geologic studies indicate that while Commerce would undergo noticeable groundshaking in the event of an earthquake, the City would not be exposed to the secondary seismic hazards such as liquefaction, settlement, landsliding and tsunami action. Flooding may occur along the Los Angeles or Rio Hondo River channels as a result of upstream dam failure.

Flooding: Large scale flooding in Commerce could result from two events: failure of the Garvey Reservoir dam in Monterey Park or overflow of the Los Angeles River Flood Control system.

Daytime failure of the Garvey Reservoir (located approximately two miles southeast of the intersection of Garfield Avenue and Graves avenue in Monterey Park) could require the evacuation of an estimated 25,000 persons from Commerce. Flows from a dam burst could reach Commerce in approximately 15 minutes after initial failure. The anticipated direction and extent of flow are delineated on Figure PS-2. Flood waters would primarily impact industrial and commercial development, although portions of the Rosewood, Bandini-Rosini and Southeast neighborhoods might be inundated.

Two major flood control facilities abut the southwest and southeast corners of the City (Figure PS-2). The Los Angeles and Rio Hondo Rivers convey flood waters from the upper San Gabriel and San Fernando Valleys, through central Los Angeles County, to the Long Beach Harbor. In the event of system overload, isolated portions of the City may be subject to flooding. In particular, the Veterans Memorial Park area and industrial development south of Slauson Avenue could be flooded.

Man-made Hazards

The ongoing use, production, storing and transportation of hazardous materials in Commerce present constant and real threats to the safety of the community. The potential for chemical spills, gas leaks, structural fires and resource contamination results from the presence of over 100 major industries within the City limits involved in the production, storage, or transport

of hazardous materials. Inactive landfill sites are additional man-made hazards which require special treatment and consideration in land use decisions.

Hazardous Materials: Commerce contains many industries which use, produce and store a variety of hazardous materials. Also, the extensive travel network traversing the City carries a relatively high percentage of industrial traffic. In the event of an industrial or traffic accident, many people may need to be evacuated quickly.

Sound land use and emergency preparedness planning can reduce the risk of injury and property loss if an accident occurs. Recently enacted "right-to-know" laws enable City and County officials to identify high risk industries and work toward minimizing the exposure of persons to the hazard. Figure PS-6 in the Technical Appendix locates those industries which have already been identified as "high risk."

Fire Risks: Urban fires have the potential to destroy millions of dollars worth of property. Because the City's industries store great quantities of flammable materials (paper products, chemicals, solvents), extra measures need to be taken to ensure adequate fire safety.

The Los Angeles County Fire Department provides fire protection services to Commerce and maintains a strong inspection program which reduces the potential for accidents.

Landfill Sites: Commerce contains several abandoned landfill sites which pose a variety of potential hazards. Decomposing material can emit hazardous gases and can cause ground surfaces to subside. Former chemical dump sites may expose residents to substances which present long-term health risks. Known landfill and dump sites are shown on Figure PS-6 in the Technical Report.

State laws require the clean-up of sites which contain hazardous materials. In the past, the City has cooperated with private industry to identify sites with soil problems and to clean up the sites as necessary.

2.0 PROPOSALS

2.1 Emergency Preparedness

This section of the Public Safety Element concerns risk assessment and emergency preparedness planning in the event of a of a major catastrophe. This section serves as a mini-emergency preparedness plan in that appropriate actions and responses by City staff and residents of the community are summarized.

Emergency preparedness planning, as considered in the Public Safety Element, consists of three main components: (1) hazards identification and risk assessment; (2) hazards mitigation; and (3) emergency response and action. Section 1.2 of the Element identifies the hazards present in Commerce. This section focuses on assessing the scope of risk associated with the hazards; emergency preparedness issues are also presented.

An earthquake, or even a more localized incident such as a chemical spill, may force the evacuation of thousands of people. Thousands of others may require emergency shelter and medical treatment. The Emergency Response and Action section of this Element delineates emergency evacuation routes and emergency shelters. Policy calls for this information to be distributed to households and businesses as part of the public safety programs.

An emergency preparedness strategy will assist existing efforts by public officials in improving public readiness. The emergency operations procedures described in the following section outline the responsibilities of City and contract County personnel in the event of disaster. As indicated, this information serves as a mini-emergency preparedness plan. The City will prepare and adopt a more comprehensive, multi-hazard emergency preparedness plan in conformance with State Office of Emergency Services guidelines.

Risk Assessment

The natural and man-made hazards which may impact the residents of Commerce are identified in Table PS-1: Environmental Risk Assessment Framework. The table identifies the level of risk for each

Environmental Hazard	Potential of Occurance			Scope of Risk			Emergency Response		
	Low	Medium	High	Local	City	Regional	Level I	Level II	Level III
Earthquake									
Surface rupture									
Liquefaction									
Ground-shaking			●		●	●		●	●
Slope failure	●			●				●	
Tsunami									
Dam failure									
Landslide				●					
Flooding									
Local ponding		●		●			●		
50 year flood	●							●	
100 year flood	●							●	
Fire									
Industrial			●	●			●	●	
Chemical			●		●		●	●	
Gas main		●		●			●	●	
Subsurface	●			●			●	●	
High-rise	●			●			●		
Wildland									
Chemical Contamination									
Road spill			●	●			●	●	
Airborne			●		●			●	
Subsurface		●			●			●	
Radiological			●		●	●		●	●
Severe Airborne Pollution Episode			●			●		●	●
Major Accident									
Industrial			●		●		●	●	
Major road			●		●			●	
Aircraft		●		●				●	
Railway			●		●			●	
Water Shortage		●			●	●		●	●

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Table PS-1
Environmental Risk Assessment Framework

hazard and the geographical implications in the event of the actual occurrence of that particular event or episode.

Each potential hazard to the public safety and welfare has been assessed according to these levels of risk:

1. Low Risk - The level of risk below which no specific action is deemed necessary;

2. Medium Risk - The level of risk above which specific action is required to protect life and property; and

3. High Risk - Risk levels are significant and occurrence of a particular emergency is highly probable or inevitable.

The "scope of risk" refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

1. Local - The affected geographic area that would be directly affected would be localized or site specific;

2. Citywide - The affected area would include a significant portion or all of the City; and

3. Regional - The affected area would include the entire City of Commerce and the surrounding region.

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies which are based on the severity of the situation and the availability of local resources in responding to that emergency. The three levels of emergency response include the following:

Level 1: A minor to moderate incident wherein local resources are adequate in dealing with the current emergency.

Level 2: A moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.

Level 3: A major disaster where local resources are overwhelmed by the magnitude of the disaster and State and Federal assistance are required.

In general, the scope of risk will dictate the appropriate emergency response level. The Council on Intergovernmental Relations (CIR) Guidelines separates risk into three categories:

Acceptable Risk: The "level of risk" below which no specific action on the part of the government is deemed necessary or appropriate;

Unacceptable Risk: The "level of risk" above which specific action by the government is deemed necessary to protect lives and property; and

Avoidable Risk: Risk which is unnecessary because individual or public goals may be achieved by other means at the same cost or less than the total cost.

Acceptable and avoidable risks generally require little or no participation on the part of the government. Therefore, the Public Safety Element focuses on planning for unacceptable levels of risk. Primarily, the Public Safety goals and policies identify the necessary government actions required to protect life and property from those hazards with unacceptable levels of risk.

Hazards Mitigation

Hazard mitigation is concerned with the reduction or elimination of potential hardship and loss resulting from future disasters. Federal efforts are primarily concerned with the mitigation of hazards in post-disaster situations. However, hazard mitigation, to be really effective, must be taken in advance of a major disaster. The State of California Office of Emergency Services

provides guidelines concerning hazard mitigation measures that should be implemented in the aftermath of a major disaster. However, the majority of these mitigation measures may be applied to hazard prevention/mitigation prior to the occurrence of a local emergency or major catastrophic event.

Education and proper emergency training play the most important roles in hazards management and emergency planning. In the event of a disaster, the potential for widespread panic is great. Chaos can be reduced to a manageable level of emergency response if officials know how to react to specific events. Moreover, correct response on the part of the public can save lives in any emergency situation.

In the past, the City Department of Public Safety has sponsored a variety of safety education programs for residents and members of the business community. Earthquake preparedness will continue to receive focused attention since the occurrence of a major earthquake in Southern California is considered imminent. Public safety policy calls for City officials to continue earthquake safety and emergency preparedness public education programs.

Emergency Response and Action

The final component of the emergency preparedness plan consists of emergency response and action identification. This section summarizes the appropriate action to take, on the part of public officials and staff, as well as the residents and visitors, in the event of a major emergency. This section will identify the appropriate emergency shelters, evacuation routes, and actions required by city personnel and elected officials to manage emergency operations. The appropriate response and actions on the part of the citizens and public officials will vary, depending on the nature and scope of the disaster.

Public Officials: Table PS-2 presents the emergency organization chart which outlines lines of authority that would be activated in the event of a major disaster. In addition, the duties and

DEPARTMENTS \ FUNCTIONS	MANAGING EMERG. OPERATIONS	FIRE AND RESCUE	LAW ENFORCEMENT-TRAFFIC	MEDICAL OPERATIONS	PUBLIC HEALTH OPERATIONS	CORONER OPERATIONS	CARE & SHELTER OPERATIONS	MOVEMENT OPERATIONS	RESCUE OPERATIONS	CONSTRUCTION & ENGINEERING	RESOURCES & SUPPORT OPERATIONS
City Administration	■										
City Clerk	■										
City Attorney	□										
City Treasurer	□										□
Community Services	■					□		□			
Finance	■										■
Library Services				□	□						
Parks & Recreation				□	■	□	□				
Personnel											■
Public Works					□				■		■
Transportation							□	□	□		■
Community Development							□			□	
Fire	■	■		□				□	■		
Sheriff	■		■	□				■	□		
American Red Cross				■	□		■				
County Coroner						■					

RESPONSIBILITY

Primary ■ Secondary □

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Table PS-2
Emergency Response and Action

Public Safety
Element-10
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specific responsibilities of City and County personnel are identified. Primary responsibilities are indicated with a "P", and an "S" denotes secondary responsibilities.

As the table indicates, City officials' primary responsibilities involve coordinating and managing local emergency response efforts. Virtually all of the public services that would be required would be provided by contract County agencies. These agencies will provide emergency services to Commerce and to communities throughout Los Angeles County. City personnel will serve as liaisons and will provide support services as needed.

In the event of a disaster, the various agencies will perform very specific functions, as described in the following paragraphs.

Fire and Rescue Operations: During peacetime emergencies, fire and rescue operations will be conducted principally by the Los Angeles County Fire Department and any agencies called in to assist by implementation of the mutual aid agreements maintained with neighboring agencies, districts, and jurisdictions. The local responsibility for coordinating fire and rescue efforts is retained by the Los Angeles County Fire Department.

The local coordinator will be responsible for:

- Coordinating the activities of personnel engaged in fire and rescue operations;
- Maintaining communications with field commands, including any established organizations;
- Evaluating status reports and determining priorities for commitment of fire and rescue resources; and
- Determining the need for additional assistance and submitting appropriate requests to the Operational Area Fire and Rescue Coordinator.

Law Enforcement and Traffic Operations: The Los Angeles County Sheriff's Department will be responsible for local law enforcement. Like the Fire Department, the Sheriff's Department will maintain mutual aid agreements with neighboring law enforcement agencies. The local Sheriff's office will coordinate law enforcement activities in Commerce and will also:

- Coordinate law enforcement and traffic control support to other functions;
- Evaluate status reports and determine priorities for commitment of law enforcement resources;
- Provide support to other jurisdictions as required; and
- Determine the need for additional assistance and submit appropriate requests to the Operational Area Law Enforcement Coordinator.

The California Highway Patrol (CHP) will maintain its function as traffic controller on state roadways. As necessary, the CHP will assist the Sheriff's Department with local traffic control and law enforcement operations.

Medical Operations: Several public and private medical clinics offer out-patient medical care in Commerce. In the event of disaster, the American Red Cross will be responsible for coordinating medical operations in these facilities and at any temporary medical shelters which may be established. Both the County Fire Department and the Sheriff's Department will provide back-up medical assistance.

A Local Disaster Medical Coordinator (Red Cross personnel) will have the following responsibilities:

- Coordination of the procurement and allocation of critical public and private medical and other resources required to support disaster medical care operations;

- Coordination of the transportation of casualties and medical resources to health care facilities and to, or from, other areas as required;

- Coordination of the relocation of patients from damaged or untenable health care facilities;

- Serve as liaison to volunteer services agencies within the jurisdiction;

- Serve as liaison to the coordinators of other relevant emergency services such as: communications, fire and rescue, health, law enforcement and traffic control, transportation, welfare, etc.;

- Communicate with the Operational Area Disaster Medical Coordinator on matters requiring assistance from other jurisdictions, state or federal governments; and

- Develop and maintain a capability for identifying medical resources, transportation, and communication services within the jurisdiction.

Other public and volunteer medical agencies will:

- Provide first aid, and pre-emergency disaster medical care training;

- Provide, in coordination with local health authorities, manpower to establish and staff Emergency First Aid Stations;

- Provide first aid treatment, litter bearers, and other ancillary medical assistance, including but not limited to, medical care transport services and essential supplies according to local plans and under local direction; and

- Provide for feeding of medical personnel.

Public Health Operations: Commerce Department of Parks and Recreation personnel, in close coordination with the Los Angeles County Health Department, will manage local public health operations. Responsibilities will include:

- Preventative health services, including the control of communicable diseases;
- Systematized inspection of health hazards in damaged buildings;
- Provision of self-contained chemical toilets and other temporary measures for the sanitary disposal of human waste and other infected refuse;
- Detection and identification of possible sources of contamination dangerous to the general physical and mental health of the community;
- Inspection for purity and usability of vital foodstuffs, water, drugs, and other consumables;
- Food handling and mass feeding sanitation service in emergency facilities, including attention to sanitation in commercial feeding and facilities;
- Inspection and advise on general sanitation matters;
- Adequate sanitary facilities in emergency shelters;
- Mosquito and other vector control in areas not covered by local mosquito abatement districts;
- Coordinating with the Operational Area Public Health Coordinator on matters requiring assistance from other jurisdictions; and
- Coordination of health-related activities among other local public and private response agencies or groups.

It may be necessary to train appropriate City personnel to perform these functions.

Coroner Operations: County coronors and medical examiners have statutory responsibility and authority, under the State Health and Safety Code, for identifying dead persons and human tissue; determining and recording the cause, circumstances, and manner of death; and disposing of unclaimed and/or indigent deceased persons. When disasters result in large numbers of deceased persons, coroners will normally be responsible for:

- Coordinating local resources utilized for the collection, identification, and disposition of deceased persons and human tissue;
- Selecting an adequate number of qualified personnel to staff temporary morgue sites;
- Establishing collection points to facilitate recovery operations;
- Coordinating with search and rescue teams;
- Designating an adequate number of persons to perform the duties of deputy coroners;
- Identifying mass burial sites;
- Protecting the property and personal effects of the deceased;
- Notifying relatives;
- Establishing and maintaining a comprehensive recordkeeping system for continuous updating and recording of fatality numbers;
- Submitting requests for mutual aid assistance, if required, in accordance with the Coroners Mutual Aid System; and
- Coordinating services of: funeral directors, ambulances, and morticians; the American Red Cross for location and notification of relatives; dentists and x-ray technicians for purposes of

identification; law enforcement agencies for security, property protection, and evidence collection; and mutual aid provision to other counties upon request.

Care and Shelter Operations: Federal and public law have established the American Red Cross as the primary provider of peacetime disaster relief. The major care and shelter responsibilities of the Red Cross include providing:

- Emergency lodging for disaster victims in public or private buildings;
- Food and clothing for persons in emergency mass care facilities;
- Food for disaster workers if normal commercial feeding facilities are not available; and
- Registration and inquiry services.

In the event of any major disaster, but particularly if a catastrophic earthquake strikes, many persons may lose their homes and may require emergency shelter. In recognition of this possibility, the City Department of Public Safety has established several emergency shelter locations throughout the City. These shelters are identified on Figure PS-5.

Local public safety officials will coordinate with the Red Cross to set up shelter operations in these designated emergency shelter facilities.

Movement Operations: The scope of risk (local, city or regional) will determine the extent of evacuation required in the event of disaster. For local disasters (chemical spills, structural fires), the Los Angeles County Fire Department, in conjunction with the City, will be responsible for moving people away from disaster sites. City buses may be used for mass transport. Hazards of a larger scale may require evacuation procedures to be directed by regional emergency operations centers.

Sheriff and Fire Department personnel will be responsible for:

- Expediting the movement of persons from hazardous area;
- Controlling evacuation traffic;
- Instituting access control measures to prevent unauthorized persons from entering vacated or partially vacated areas; and
- Providing for the procurement, allocation, and use of necessary transportation resources and law enforcement resources by means of mutual aid or other agreements.

Rescue Operations: The County Fire Department will direct rescue operations and will be assisted by the Sheriffs Department. The City Public Works Department can provide equipment and manpower to the rescue operations coordinator. The local rescue coordinator is responsible for:

- Preparing a deployment plan for local resources;
- Establishing policies for recalling off-duty personnel;
- Determining the organizational structure required for integrating mutual aid and non-fire or non-law enforcement service resources;
- Providing refresher training programs for department employees;
- Recruiting, organizing, and training neighborhood teams;
- Encouraging and assisting management of organizations with a large number of employees to organize and train employee rescue teams and to develop evacuation and premises search plans;

- Conducting interagency and interdisciplinary training exercises involving local mutual aid, volunteer, industrial, institutional and, if available, search dog teams;

- Identifying hazards and conducting pre-event planning;

- Entering into pre-event agreements with construction, equipment rental and tow truck firms for needed resources (e.g., dozers, compressors, generators, air hammers, cranes, transports);

- Coordinating support for field and staging area operators;

- Training and use of non-public safety personnel for administrative staffing for rescue operations;

- Establishing pre-event agreements with non-public safety specialty rescue teams within the jurisdiction;

- Maintaining a cooperative understanding with the local law enforcement or fire service chief for obtaining rescue resources through the law enforcement/fire mutual aid system;

- Coordinating response planning with emergency medical and coroner response plans; and

- Scheduling additional rescue forces to relieve initial crews after the first 24-hour period.

Construction and Engineering Operations: The City Department of Public Works, with support from the Los Angeles County Department of Building and Safety and County Road Department, will be responsible for coordinating the allocation of engineering resources. Public Works officials will direct the following operations:

- Emergency debris clearance;
- Route recovery;
- Fallout shelter construction;
- Assessment of post-event serviceability of facilities and structures; and
- Other identified engineering operations.

Resources and Support Operations: The State of California OES Director, or designated representative, will be responsible for coordinating Statewide resources and support operations.

The overall objectives of resources and support operations will be to:

- Procure and allocate essential resources (personnel and material) to support emergency operations.
- Oversee the distribution of food and other essential supplies.
- Procure and allocate required transportation resources.
- Maintain water, electrical, sanitation, and other utility systems and services. If required, coordinate the emergency restoration of disrupted services.
- Provide supplies for mass care facilities, Multipurpose Staging Areas and medical facilities.
- Establish preattack control over the use of resources in a manner basically compatible with the postattack oriented California Emergency Resources Management Plan.

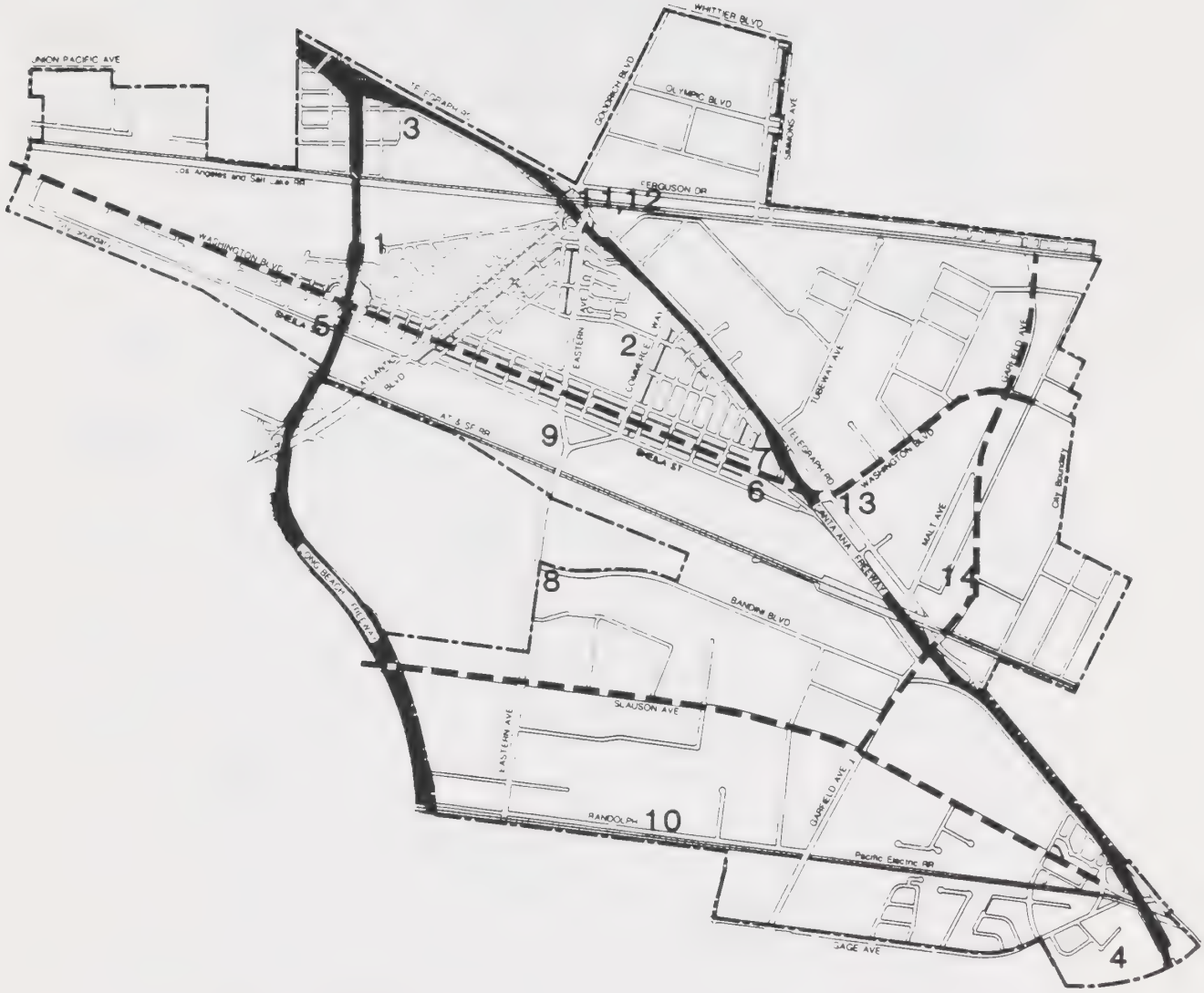
Emergency Preparedness--Residents of the City of Commerce

This section emphasizes the appropriate actions that residents must take after subsequent notification that a "state of emergency" exists. Specific reference is made to evacuation routes and/or emergency shelters. Towards this end, emergency response areas have been designated for specific geographic areas of the City which include both residential and non-residential areas of the City.

Figure PS-1 indicates the location of emergency shelters within each emergency response area. Table PS-3 describes each facility and provides each facility's address. Persons living or working in an area struck by a disaster should report to these shelters as required by local public safety officials.

The degree of response required will depend largely upon the nature and magnitude of disaster. Some situations will call for emergency action within a single emergency response area, while other emergency situations may require city-wide response. Potential emergency situations in Commerce include: structural fires, accidental release of hazardous liquids or gases, flooding, earthquakes, and conventional or nuclear war. Because the Federal Emergency Management Act (FEMA) outlines contingency plans for wartime emergencies and because state and federal agencies would be responsible for directing emergency response, this Element does not address wartime response. The following paragraphs outline proper emergency response procedures Commerce residents should follow in the event of a local or regional disaster.

Fire: Fires generally will be localized in a specific emergency response area. Evacuation may be required, depending on the extent of the fire. County Fire Department officials will direct persons out of affected areas. Evacuation routes generally will conform to those shown on Figure PS-1, although routes may change in response to the location of the fire.



Numbers Correspond to Emergency Shelters Indicated in Table PS-3

Roadways Designated as Evacuation Routes

North

0 3000

scale in feet

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cba

Figure PS-1
Emergency Shelters/Evacuation Routes

EMERGENCY RESPONSE AREA	FACILITY	ADDRESS
Bandini-Rosini Neighborhood	1. Bandini Community Center	4725 Astor Avenue
Rosewood Neighborhood	2. Rosewood Elementary School	5107 Astor Avenue
Northwest Neighborhood	3. Bristow Park Community Center	1466 S. McDonnell Avenue
Southeast Neighborhood	4. Veterans Park Community Center	6364 Zindell Avenue
Ferguson	Persons in need of assistance report to nearest designated shelter in Town Center Response Area.	
West Commerce	Persons in need of assistance report to nearest designated shelter in Atlantic/Washington Response Area.	
Atlantic/ Washington	5. Marine Transport Company	4600 E. Sheila Street
	6. Lever Brothers	6300 E. Sheila Street
	7. Commerce Square	6055 E. Washington Blvd.
Commerce Park	8. O.N.C. Motor Freight	4700 S. Eastern Avenue
	9. Certified Grocers	2601 Eastern Avenue
	10. Los Angeles Paper Box Co.	5959 Randolph Street
Town Center	11. Union Pacific Freight Depot	5500 E. Ferguson Drive
	12. Los Angeles County Bldg.	5559 E. Ferguson Drive
	13. Hyatt Hotel	6300 E. Telegraph Road
	14. A.T. and T. Building	2400 S. Yates Avenue

Persons evacuated from an area should secure residences and leave quickly. No attempt should be made to bring personal belongings or to rescue pets. If necessary, emergency shelters will be set up (Figure PS-1). Affected persons should report to the nearest available shelters.

Release of Hazardous Materials: Hazardous chemicals or gases may be released accidentally at an industrial site or from railcars or trucks transporting hazardous materials. Such an event could require several emergency response areas to be evacuated. Depending on the hazard and its severity, evacuation may be required for a few hours or several days.

Residents should follow the evacuation instructions issued by public officials. Additional reports and instructions may be broadcast on local radio stations. Upon leaving an affected area, residents should report to the home of a friend or relative or to a designated emergency shelter. If possible, residents should drive neighbors who have no transportation to shelters. Parents should not attempt to pick up children from school. If necessary, school children will be transported to the nearest emergency shelter where parents will be able to retrieve them.

Residents may not return to an affected area until instructed to do so by public officials. Because some chemicals and gases may contaminate the air or water, residents should follow officials' instructions regarding the wearing of face masks or the drinking of local water.

Flooding: Limited areas of the City will be impacted by flood waters in the event of dam failure at the Garvey Reservoir. Figure PS-2 shows the potential impact areas and the evacuation routes to be used if the dam bursts.

It is estimated that residents and public officials in some areas of the City will have less than fifteen minutes to react upon notification of the hazard. Therefore, it is important to react quickly to minimize injury and reduce the level of property damage.

Upon notification of necessary evacuation, residents should leave the area immediately. Residents in the Southeast neighborhood may have time to turn off the water and gas and to disconnect electrical appliances. Evacuees should report to the home of a friend or relative, outside the affected area or to the nearest unaffected emergency shelter.

Some persons may be enlisted to help with flood protection (filling and placing sand bags, removing resources from the inundation area). Residents should first secure the safety of families and then assist public officials as necessary.

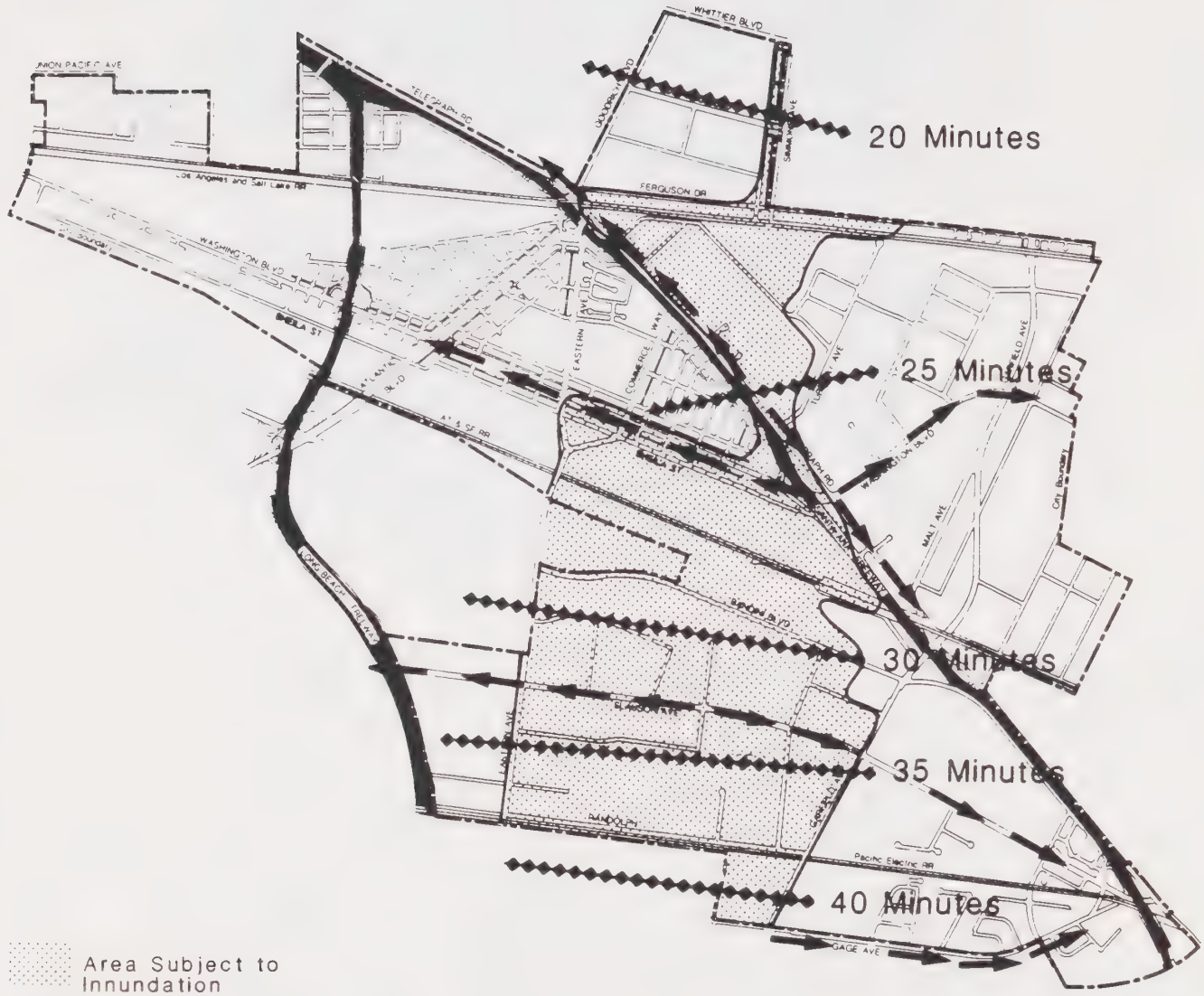
Earthquake: A major earthquake will occur in Southern California resulting in many thousands of persons being killed, injured, or displaced. The magnitude of this disaster will be unsurpassed in this nation's recent history. The precise time of such an event cannot be accurately predicted; it could occur tomorrow or in twenty years.

In the event of a major disaster, shelter may be required for large numbers of city residents and an even greater number of daytime workers. If an evacuation order is given, residents will be required to proceed to the nearest emergency shelter/facility unless otherwise directed. The evacuation routes displayed on Figure PS-2 shall be used unless public officials indicate differently. The emergency shelters will offer emergency first aid, disseminate information, provide shelter for persons in need of such facilities, and serve as a community information center where individuals can leave messages for friends and relatives.

The most important component of emergency preparedness involves individual involvement in ensuring that there is a basic supply of necessities in the home and workplace. Residents and workers must be prepared to be self-sufficient for at least 72-hours since it may take at least that long for basic utilities to be restored.

Every home should have emergency provisions set aside for use in the event of an earthquake or other major disaster. Enough food for every household member, consisting of canned non-perishable food, should be set aside. Distilled drinking water should also be stored for use in an emergency. The average persons will consume approximately 1-gallon of water per day. There should be enough food and water to last a minimum of three days.

The commercial and industrial establishments in the City of Commerce should also supervise the stockpiling of emergency supplies for use by their employees and, in the event of extended emergency situations, City residents. Businesses should encourage their employees to bring canned food, water, and blankets from home that would be stored for future use. In addition, larger establishments should outline emergency procedures to all employees.



Area Subject to Innundation

Elapsed Time from Dam Failure to First Flood Water

Evacuation Routes

North

0 3000

scale in feet

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Figure PS-2
Flood Hazard/Evacuation Routes

2.2 Summary of Goals and Policies

The implementation of the goals and policies contained in the City of Commerce General Plan will not result in any new or significant hazards beyond those facing the City at the present time. The proposals outlined in the goals and policies will provide decision-makers and City residents with the means to minimize local threats to public safety (eg. crime, structural fires) and to plan effectively for disasters which affect people on a larger scale (chemical spills, earthquakes).

Because man-made hazards present a constant and real threat of upset, many of the goals and policies contained in this element address the need to identify these hazards and prepare comprehensive hazards emergency response plans. State legislation specifically requires County agencies to formulate plans relating to the handling and release of hazardous materials. Although the Los Angeles County Fire Department serves as the administering agency in Commerce, Public Safety goals and policies emphasize the importance of coordination between the City and the Fire Department.

A comprehensive emergency response plan aids decision-making in the event of a man-made or a natural disaster. This element calls for the City to update its existing emergency plan.

The Public Safety Element policies support ongoing crime prevention efforts by both the Los Angeles County Sheriff Department and the community at large. Fire safety and fire prevention policies stress the importance of identifying high fire risk areas and reducing the potential for catastrophic fires.

3.0 GOALS AND POLICIES

GOAL 1.0 - The City will work with Federal, State and County agencies to protect all City residents and workers from hazardous materials and the hazards associated with the transportation of these materials.

Policy 1.1 - Work with the Los Angeles County Fire Department to enforce "right to know" laws.

Policy 1.2 - Maintain a City liaison officer who will continue to work with the Fire Department to monitor the producers, users and storers of hazardous materials.

Policy 1.3 - Work with Federal, State and County agencies to protect residential neighborhoods from the dangers associated with hazardous materials.

Policy 1.4 - Establish an environmental review procedure which will assess the impact of new potentially hazardous industrial uses on adjacent residential neighborhoods.

Policy 1.5 - Work with the Sheriff's Department to enforce the use of the hazardous materials transport routes identified in the Public Safety Element.

Policy 1.6 - Encourage the proper disposal of hazardous waste materials produced, use and stored in the City limits.

GOAL 2.0 - The City will work to minimize the hazards to public health, safety, and welfare and prevent loss of life, bodily injury, and property damage resulting from natural and man-made phenomena.

Policy 2.1 - Cooperate with and support in every way possible the Federal, State and County agencies responsible for the enforcement of Federal health, safety, and environmental laws.

Policy 2.2 - Continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.

Policy 2.3 - Upgrade the existing emergency preparedness plan which will coordinate the rescue and reconstruction efforts carried out by the various City agencies.

Policy 2.4 - Continually update the emergency preparedness plan to respond to changing needs.

Policy 2.5 - Prepare a mini-emergency preparedness plan which may be distributed to households and businesses in the community. The plan will delineate evacuation routes, emergency shelters, proper emergency response procedures and other items as necessary.

Policy 2.6 - Work with the Los Angeles County Department of Building and Safety to identify and monitor those buildings that are constructed of unreinforced masonry and require that any improvments to these structures include bringing them up to the current building codes.

Policy 2.7 - Encourage City leaders and resident City employees to be trained as emergency response personnel.

GOAL 3.0 - Support the efforts of the Los Angeles County Fire Department in the prevention and suppression of fires.

Policy 3.1 - Insure that the public and private water distribution and supply facilities have adequate capacity to meet both the water supply needs of the community and the required fireflows.

Policy 3.2 - Encourage City water purveyors to meet regularly with Fire Department officials to discuss the condition and capabilities of the City water system.

Policy 3.3 - All street signs shall be clearly marked and visible to emergency personnel.

Policy 3.4 - The Fire Department will be included in the environmental review process of any large development to insure that fire prevention and suppression features have been considered in the overall design.

Policy 3.5 - Those structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a time frame established by the Fire Department.

Policy 3.6 - The Fire Department must be provided those facilities that are deemed necessary to enable it to provide the services at levels desirable to both the City and the County.

GOAL 4.0 - Cooperate with County and State efforts to monitor the City's water and sewer systems.

Policy 4.1 - Maintain a sewage system adequate to protect the health and safety of all residents and businesses.

Policy 4.2 - Require the City water purveyor to provide the City with periodic reports on water quality.

GOAL 5.0 - Ensure that law enforcement services meet the public safety needs of the community.

Policy 5.1 - Continue to work with the Los Angeles County Sheriff's Department to suppress gang activity in the City.

Policy 5.2 - Require defensible space designs in all new developments.

Policy 5.3 - Encourage existing developments to practice crime prevention by providing outdoor lighting, by maintaining low level landscaping and by supplying private onsite security patrols or security systems.

Technical Report - Public Safety Element

General Plan

COMMERCE

4.0 TECHNICAL REPORT

4.1 Introduction

The City of Commerce is located in a seismically active region and, as a result, is subject to the potential "upset" expected to result in the event of a major earthquake. In addition, the residents are exposed to hazards commonly found in an urban environment. The presence of numerous large industrial activities also require special consideration in evaluating hazards in the City.

This Technical Report will discuss those various agencies providing emergency services to those living and working in Commerce and the primary hazards facing the City at the present time.

4.2 Emergency Services

Law Enforcement - Law enforcement services in the City of Commerce are provided under contract by the Los Angeles County Sheriff Department. The contract for fiscal year 1985-86 (commencing July 1, 1985) called for 20 law enforcement personnel to be assigned to the City. Included in the contract were 11 general law enforcement officers, seven traffic enforcement personnel, one detective and one special assignment officer. The detective was assigned to the County Gang Unit. The 20-person staff must provide law enforcement services for the 11,000 full-time residents and the estimated 70,000 persons employed in the City. In addition, the contract provides that for the purpose of performing all of its functions, the County shall furnish and supply all necessary labor, supervision, equipment, communication facilities, and supplies necessary to maintain service. Above and beyond this, the City has opted to purchase the following equipment to be used by Deputies in the City of Commerce; two KR-10-SP Radar Units, four portable scales for weighing large trucks, two air gauges, and eleven scanners.

Crime statistics for 1985 indicated that there were a total of 2,968 reported felonies with burglary accounting for over 25 percent and grand theft (including grand theft auto) accounting for an estimated 20 percent of the crimes in the City. Assault and robbery accounted for about six percent of the reported felonies in the City for that same year.

The Sheriff Department currently operates out of a facility located at 5019 East Third Street in Los Angeles.

Fire Protection - The City of Commerce contracts with the Los Angeles County Fire Department for fire protection and prevention services in the City. The existing contract between

the City and the County calls for the staffing of four fire stations within the boundaries of the City. The facilities include:

Station No. 27 - This facility is located at 5605 Sheila Street and is staffed by eight firefighters and two captains. Equipment includes one engine, one ladder truck, and one paramedic vehicle.

Station No. 22 - This station consists of a single engine company with three firefighters and a captain. The facility is located at 928 South Gerhart Avenue.

Station No. 50 - This facility is located at 2327 South Saybrook Avenue and is staffed by two firefighters and one captain. Equipment includes two engines and a utility vehicle.

Station No. 89 - This facility is located at 6971 Bandini Avenue and is staffed by three fire fighters and one captain and includes a single engine.

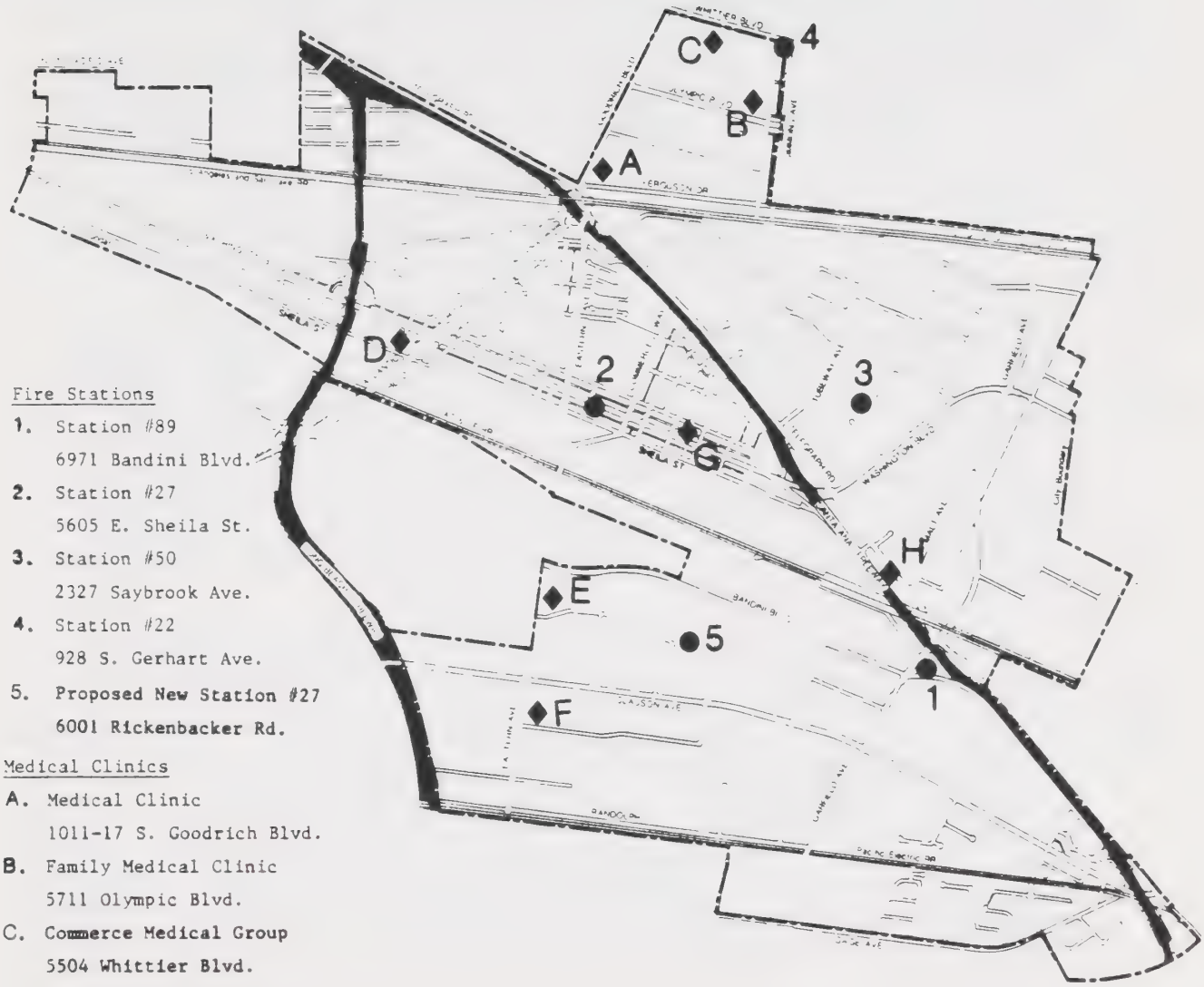
The locations of the individual fire stations are provided in Figure PS-1.

The County Fire Department proposes to establish a new fire station at 6001 Rickenbacker Road. This station would replace Station No. 27 on Shiela Street. The new facility initially would contain the same equipment and staff as Station No. 27. Additional equipment and manpower could be added over time since the new facility will be larger. It is anticipated that the new station will open in the autumn of 1987.

The Insurance Services Office (ISO) is a private fire insurance rating organization which provides a protection class rating for jurisdictions throughout the nation. This rating is on a scale of one to ten with one being the highest possible rating.

Fire insurance companies use the ISO rating system to establish fire insurance premiums throughout the country. The ISO divides Commerce into two areas - that area north of Randolph Street and that area south of Randolph Street. Properties north of Randolph Street have a Class 3 rating, and properties south of the street are rated Class 4. All residential units within the City have a Class 3 rating, including those south of Randolph. A Class 3 is considered a high rating.

Medical Services - Eight medical clinics are located in Commerce, and it is anticipated that a Veterans Administration outpatient clinic will be constructed sometime in 1987. The locations of the existing medical clinics are indicated on Figure PS-1.



Fire Stations

1. Station #89
   6971 Bandini Blvd.
2. Station #27
   5605 E. Sheila St.
3. Station #50
   2327 Saybrook Ave.
4. Station #22
   928 S. Gerhart Ave.
5. **Proposed New Station #27**
   6001 Rickenbacker Rd.

Medical Clinics

A. Medical Clinic
   1011-17 S. Goodrich Blvd.
B. Family Medical Clinic
   5711 Olympic Blvd.
C. **Commerce Medical Group**
   5504 Whittier Blvd.
D. **Lemas Industrial Medical Clinic**
   5020 E. Washington Blvd.
E. **Spectrum Industrial Medical Clinic**
   4730 Eastern Ave.
F. **Peachtree Industrial Medical Clinic**
   5900 Eastern Ave.
G. **Commerce Industrial Medical Clinic**
   5801 E. Washington Blvd.
H. **Telegraph Medical Clinic**
   6538 Telegraph Rd.

△ North

0 3000
scale in feet

General Plan
COMMERCE

cba

Figure PS-3
Fire Station-Medical Clinic Locations

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The nearest full-care hospitals are the Beverly Hospital in Montebello, located at 309 West Beverly Boulevard, and the Hospital Del Pueblo at 5425 East Pomona Boulevard in East Los Angeles. Both of these hospitals are private facilities. The U.S.C. County Medical Center lies approximately five miles west of Commerce.

4.3 Environmental Hazards

Seismic Hazards - No known or suspected active fault traces traverse the City of Commerce though the surrounding region is seismically active. Figure PS-2 highlights the major faults in the area. Of the five known active faults in the area, the San Andreas Fault is considered most likely to produce a large seismic event within the next 100 years. The San Andreas Fault lies approximately 38 miles northeast of Commerce. Geologic evidence suggests that a major earthquake (7.5 to 8.5 Richter magnitude) has a 50 percent chance of occurring within the next 30 years. An earthquake of this magnitude is comparable to the 1906 San Francisco earthquake and has the potential for causing considerable upset in the Southern California region.

An earthquake occurring along the Newport-Inglewood Fault could impact Commerce more severely than a San Andreas induced episode. The Newport-Inglewood Fault lies about nine miles from the City, and it is estimated that 6.0 to 6.5 Richter magnitude earthquake on this Fault has a 15 to 50 percent probability of occurrence within the next 100 years. A 6.5 magnitude earthquake could produce strong groundshaking lasting from 12 to 18 seconds. The Long Beach earthquake of 1933 registered 6.3 on the Richter Scale, and the Commerce area did sustain some damage.

The Whittier-Elsinore Fault also lies in close proximity to the City (seven miles to the west), but historically this fault has produced relatively minor earthquakes (less than 4.5 Richter magnitude). Geologic studies indicate that this fault has less than a 15 percent probability of producing a moderate earthquake (5.5 to 6.0 Richter magnitude) within the next 100 years. Neither the San Fernando-Sierra Madre Fault nor the San Jacinto Fault is expected to produce seismic events which will impact Commerce significantly. The San Jacinto system lies almost 50 miles from the City, and the San Fernando-Sierra Madre Fault runs roughly in an east-west direction about 15 miles north of Commerce.

Surface fault rupture is not a concern during an earthquake since no known faults are located within the City. Seismic activity can produce several secondary effects which could result in property damage and loss of life. These secondary hazards include liquefaction, settlement, landslides, tsunamis and seiches, and dam failure.

The energy created from earthquakes moves out from the epicenter in waves which affect the various rock and soil types differently. Commerce can be divided in two separate microzones based on the nature of near surface deposits (see Figure PS-3). Zone 1 contains recent unconsolidated alluvium, whereas Zone 2

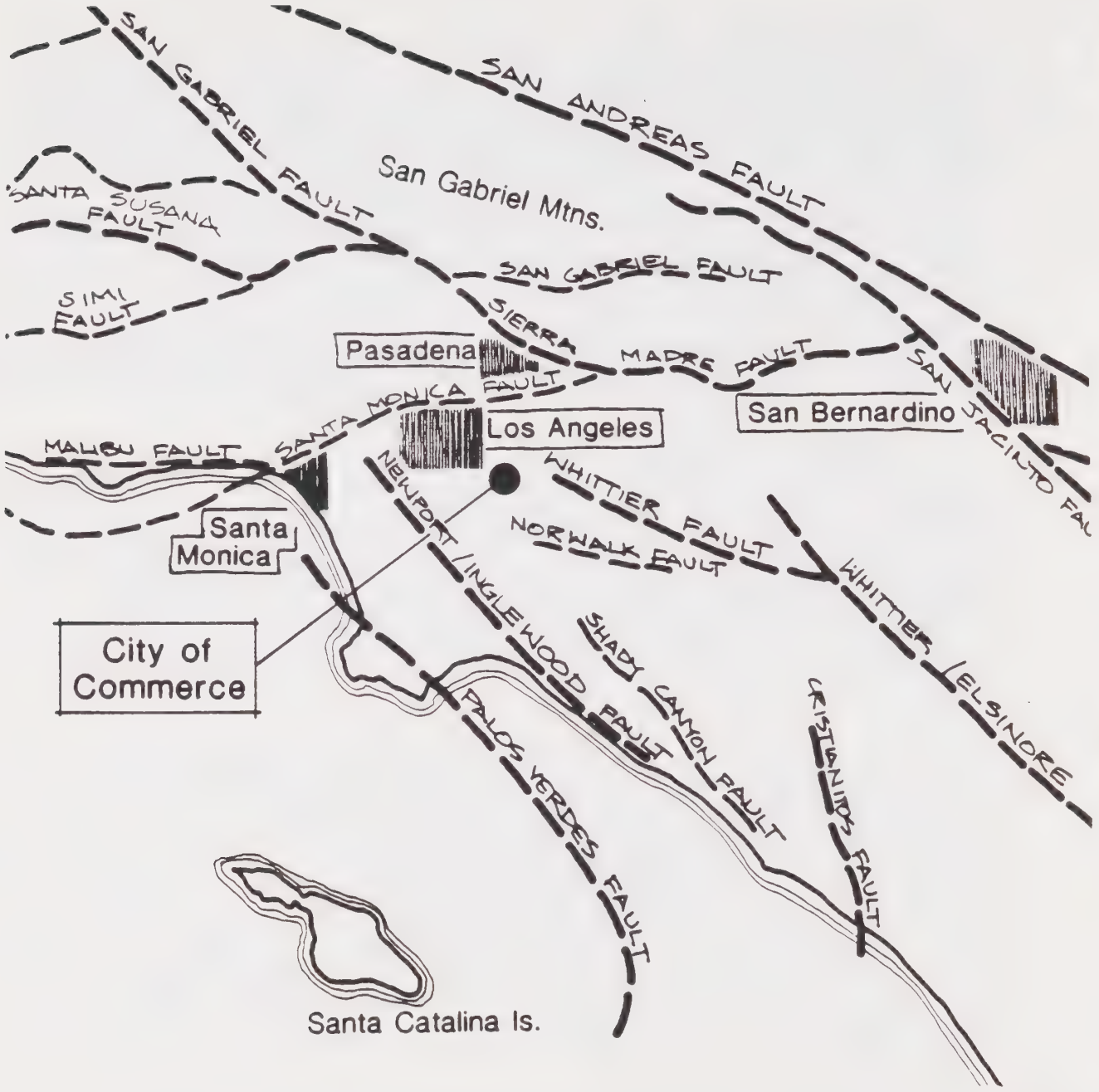

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Figure PS-4
Regional Faults

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surface deposits consist of the firmer Lakewood Formation. Groundshaking in Zone 1 would be ten percent stronger than in Zone 2.

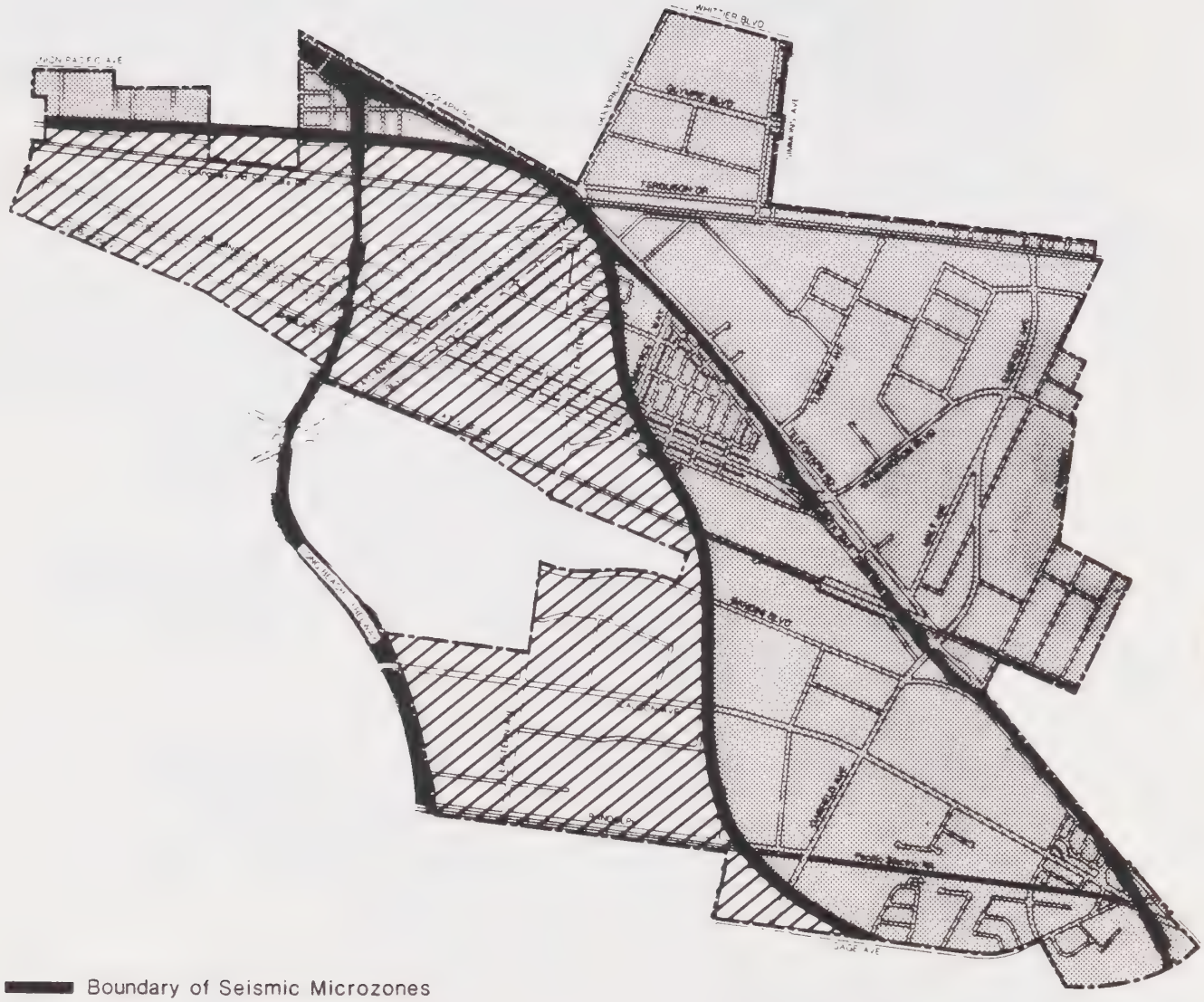
In some instances groundshaking can cause unconsolidated soils to settle, which can result in significant damage to structures. Geologic investigations performed for the 1974 Commerce General Plan indicate that no such soil conditions exist within the City limits.

A phenomenon similar to soil settlement is liquefaction. Liquefaction results when seismic induced groundshaking causes water-laden, cohesionless soils to form a quicksand-like soil condition below the their ground surface. Structural damage may ensue as building foundations lose ground support. Liquefaction occurs in areas where groundwater exists within 30 feet of the ground surface and where poorly consolidated, cohesionless soils predominate. Groundwater measurements around Commerce indicate that the groundwater surface generally is deeper than 100 feet; therefore, liquefaction hazards are not perceived to be a problem in the City. Other secondary hazards such as landslides, tsunamis, and seiches will not impact the City.

Flooding - Flood protection for the County is provided by the Los Angeles County Flood Control District which operates and maintains an extensive network of flood-control facilities. The system includes the Los Angeles River and Rio Hondo River Channels located near the City.

The Los Angeles River Flood Control system has been designed to accommodate the Standard Project Flood. The Standard Project Flood is defined as that flood which may be expected from the most severe combination of meteorological and hydrological conditions that are considered reasonably characteristic of the geographical area in which the drainage basin is located, excluding extremely rare circumstances.

The level of protection in this particular instance is for 50-year storm flows and is the maximum level generally provided by the Army Corps of Engineers and is considered adequate for Commerce. Recent studies performed by the Corps, however, indicate that portions of this flood control system may not be able to handle 50 year storm flows, which means that without additional flood protection, some urbanized areas may be subject to inundation. The Corps' report has not been released; therefore, it is difficult to ascertain whether or not portions of Commerce may flood during severe rainstorms. It may become necessary for the Los Angeles County Public Works Department, which operates the system, to release additional water into channels in urbanized areas.



Boundary of Seismic Microzones

Zone 1-10% Greater Shaking Than Zone 2

Zone 2-10% Less Shaking Than Zone 1

△ North

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scale in feet

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Figure PS-5
Local Seismic Characteristics-
Microzones

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Because the City is heavily urbanized, minor ponding will occur during intense rainstorms. Problem areas include Sycamore Street near the City of Montebello, Astor Street between Barney Street and Couts Avenue, and Slauson Avenue between Eastern and Garfield Avenues. Ponding is also a problem below the Union Pacific Railroad tracks in the north part of the City.

Dam Inundation - Portions of Commerce lie within the dam inundation area of the Garvey Reservoir in Monterey Park. The reservoir, constructed and owned by the Metropolitan Water District of Southern California, is designed to hold 1,500 acre feet of water. The water is held behind a 60-foot high earth fill dam.

An emergency evacuation plan prepared by the Los Angeles County Sheriff's Department indicates that if the dam were to fail, water release could flow in two directions. One flow path would proceed south, contained roughly between Fulton and Orange Avenues, through Monterey Park and into Montebello and Commerce (Figure 4). Flows could be expected to reach Commerce approximately fifteen minutes after initial dam failure. Generally, flood waters would be contained between Eastern Avenue and Garfield Avenue.

If dam failure were to occur on a work day, it is estimated that 25,000 people would have to be evacuated from the affected area.

Hazardous Materials - Many of the City's industries produce, use and store hazardous materials. Public safety issues involve not only the use of these materials in populated areas but also the transport and disposal of the substances in the urban environment.

The Commerce Public Safety Division has prepared a Hazard Analysis Map which shows the location of all known industries and businesses which store, use or produce hazardous materials. A "Disaster Response Summary" serves as a cross reference to the hazards map. This guide refers to each industry by number and indicates the type of hazard each particular industry presents. The hazard types include: Life Hazards (large numbers of people), Hazardous Materials (chemicals, explosives, vapors, etc.) Large Fire Loads, and Other and Unknown Hazards. The guide lists 14 high fire risk industries and 14 industries which pose potential widespread risks. Twelve industries are highlighted as special high risk industries, and these are shown on Figure PS-5. The list, which is not inclusive, categorizes fifty buildings in Commerce.

Of particular concern are the chemical industries. An accident at a chemical plant may easily impact areas beyond properties' boundaries. A number of chemical plants and chemical storage

areas lie within the City limits, and in certain instances, chemical sites are adjacent to residential neighborhoods. Chemical spills or other such accidents have the potential to impact entire neighborhoods, as evidenced by the recent chemical accidents in the region.

The transportation of chemicals and other hazardous substances through the City also presents public safety problems. Two major freeways, three railway lines and numerous urban arterials traverse the City, and these transportation routes carry a variety of materials which could pose health risks to Commerce residents in the event of an accident. The possibility of such an occurrence may be relatively higher in Commerce given the number of heavily travelled traffic ways and the presence of the chemical and other industries in the area.

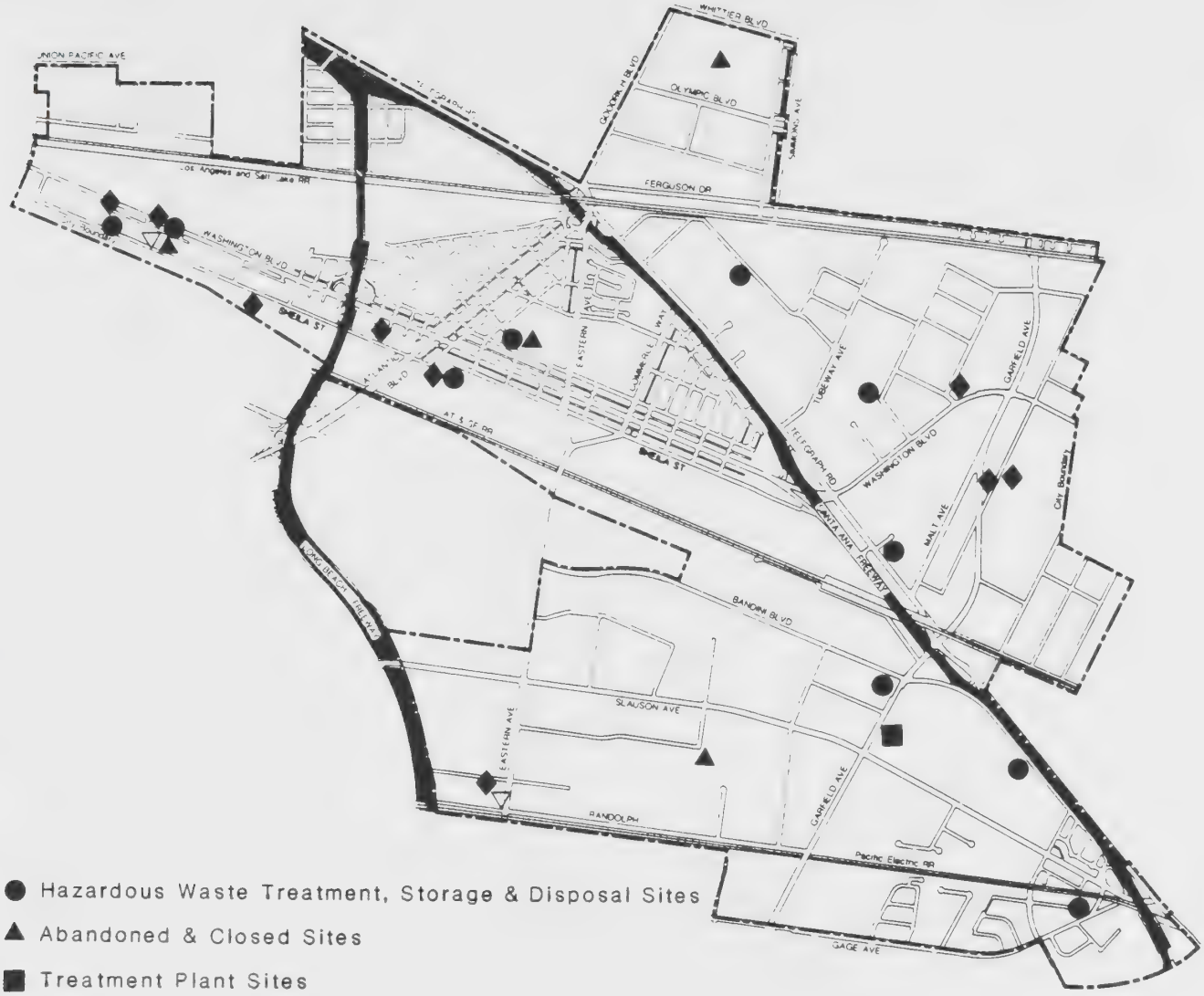
Fire - In a highly industrialized city such as Commerce, the potential for structural fires is large. Many industries store and produce highly flammable materials such as chemicals and paper products. Fires in these buildings have the potential to impact both surrounding industrial and residential areas.

As mentioned above, Commerce has compiled a list of those industries which are perceived as target fire hazards, and these industries are shown on the Hazards Analysis Map. Two such industries lie within the Northwest neighborhood boundaries (see Figure PS-5).

The Los Angeles County Fire Department maintains four fire stations within the City limits, and this high level of protection has earned the City an Insurance Service Office fire rating of "3" ("4" south of Randolph Street) on a scale of one to ten with one being the highest probable rating. Each fire station keeps a listing of the products stored or used at a given industrial site, and firefighters use this information to develop fire suppression strategies on a case by case basis. State Assembly Bill 2185, which became effective in January 1986, now requires industries to disclose fully all potentially hazardous materials stored onsite.

In 1985, all fires within the City caused $564,342 in damages. In 1984, damages totaled $322,600. The Fire Department figures for these years do not distinguish between structural or other fires.

To reduce fire potential, the Fire Department maintains an active fire inspection program. In 1985, the Department made a total of 1,711 inspections, and over 65 percent, or 1,126 of these inspections involved industrial operations.



- ● Hazardous Waste Treatment, Storage & Disposal Sites
- ▲ Abandoned & Closed Sites
- ■ Treatment Plant Sites
- ▽ Active Used Oil Haulers, Recyclers & Transfer Facility Operators
- ◆ Hazardous Waste Haulers

↑North

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scale in feet

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Figure PS-6
High Risk Industries-
Hazardous Materials

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4.4 Emergency Preparedness

A comprehensive emergency preparedness plan can greatly aid decisionmakers during times of local or national crises and can ensure than materials and manpower are used effectively and efficiently to minimize the loss of life and property in the event of a natural or man-made disaster.

The City of Commerce adopted an emergency preparedness plan in May of 1983 and this document is designed to be used in conjunction with the California Emergency Plan and the State Emergency Resources Management Plan. The City's plan identifies the organizations, procedures and resources needed to conduct emergency operations at the local level. The plan also provides descriptions of precautionary actions which should be undertaken to improve readiness for both war-caused and peacetime emergencies. In the fall of 1987, the City will adopt a Multihazard Functional Plan as directed by the State of California.

The Disaster Council has been established to develop these readiness programs. According to the "Disaster Response Summary" report prepared for the City by Lewis and Associates, little progress has been made toward preparing comprehensive readiness plans, and these plans are considered essential for ensuring proper emergency response. The City's emergency preparedness plan provides a good overview of emergency actions, but detailed plans are lacking. The "Disaster Response Summary" provides lists of resources (food, shelter, medical supplies, building materials, etc.) which might be incorporated into these emergency plans.

A number of public and private agencies are prepared to respond to any emergency which may arise. The City's emergency preparedness plan provides lists of these agencies and the responsibilities of these agencies.

COMMERCE
General Plan

RESOURCE MANAGEMENT ELEMENT

General Plan
COMMERCE

RESOURCE MANAGEMENT ELEMENT

CITY OF COMMERCE GENERAL PLAN

September 8, 1987

Prepared by:

Cotton/Beland/Associates
1028 North Lake Avenue
Pasadena, California 91104

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1.0 INTRODUCTION

1.1 State Requirements

State planning law requires every general plan to have an open space element [Section 65302(e)] and a conservation element [Section 65302(d)]. The conservation element serves to protect and maintain the State's natural resources and to prevent their wasteful exploitation, degradation and destruction. The open space element must identify goals and policies for managing the open space areas and must provide specific implementation measures.

The Resource Management Element includes the components which are required in both the conservation and open space elements. The specific issue areas include mineral resources, air quality, water resources, open space and park and recreation facilities. Additionally, this element addresses optional issues which encourage and contribute to the economic, social, physical and intellectual health of the community. These issues include: historical resources and libraries.

Commerce contains many natural and man-made resources vital to the physical and social health of the community. This element is concerned with protecting the City's environmental resources and promoting the community's recreational and cultural assets.

The format of this element is designed to facilitate periodic updating that may be required following adoption of the general plan. The Technical Report contains base data that describes existing conditions and facilities that may be subject to change over time. Additional information can be incorporated into the Technical Report without altering the Resource Management Element.

The Resource Management Element as it relates to park and recreational facilities in the City of Commerce is primarily concerned with maintaining the existing facilities to the extent that it is

necessary to ensure that they continue to provide Commerce residents the best available recreational opportunities possible. Specific policies are designed to identify facilities, staffing, and programs that are desired to maintain, or in some instances improve, the existing level of recreational services.

1.2 Issues Identification

Because the City is fully urbanized, natural resources, particularly open space resources, are limited. The community derives much of its character and quality of living from available recreational and cultural resources. The City's park system and recreation programs provide Commerce residents with facilities and services unmatched by most urban communities.

Natural Resources

Mineral Resources - Commerce overlies a small section of the Bandini oilfield. This oilfield is considered a minor resource with an estimated reserve of 277,000 barrels of oil. Several wells in Commerce pump oil from this field. The presence of the wells does not necessarily limit development of the area. Sophisticated drilling techniques enable well operators to centralize pumping operations great distances from petroleum resources.

Air Quality - Commerce lies within the South Coast Air Basin, a basin with historic air quality problems. The combination of high levels of pollutants and unique meteorological conditions throughout the basin create an ambient air environment which can be unhealthful.

Air quality problems in the City result from emissions from both local and regional sources. Primary air polluters in Commerce include the industries operating within the City as well as the tens of thousands of trucks and automobiles which pass over the City's street and freeway systems daily.

The Federal Clean Air Act, as amended in 1977, requires that all areas of the nation prepare plans which provide for the attainment and maintenance of Federal clean air standards. In addition, the Lewis Air Quality Management Act requires that the South Coast Air Quality Management District and Southern California Association of Governments (SCAG) prepare and regularly revise a plan which will demonstrate

the attainment of both Federal standards as outlined in the Clean Air Act, and State standards at the earliest possible date using any reasonable control measure.

The South Coast Air Quality Management District (SCAQMD), in conjunction with SCAG, has initiated a series of plans and programs designed to reduce the levels of airborne pollution in the South Coast basin. The Air Quality Management Plan (AQMP) is a comprehensive policy statement which articulates air quality standards, goals, and policies designed to improve the air quality of the South Coast Air Basin. The programs and plans involve both sophisticated technological answers to point source pollution control as well as innovative land use planning strategies which may serve to reduce vehicle related emissions. Every jurisdiction has the responsibility to adopt local regulations which may work toward achieving regional air quality goals.

Water Resources - Water resources are limited to the groundwater basins which provide a local source of water to the City and surrounding communities. Local groundwater accounts for only a portion of the City's water supply with the remaining share coming from Metropolitan Water District sources.

The Metropolitan Water District (MWD) is the major supplier of water for Los Angeles County and Southern California as a whole. In the past, MWD has been able to meet the water demands of the growing southland. It is not anticipated that the ability of MWD to supply water will be diminished over time. The District constantly explores means to maintain its level of service. However, it should be realized that water is largely a non-renewable resource, and conservation efforts are important at any scale.

Water quality control responsibilities rest with the State Department of Health Services. The California Safe Drinking Water Act sets water quality standards for public water systems. In general, the City's water quality is good. State health officials indicate that Commerce has had limited incidence of high bacteria and

manganese concentrations in local wells, but these problems were readily and easily solved and did not pose serious health hazards to the community. State law requires frequent testing of groundwater sources to ensure that acceptable water quality levels are maintained.

Open Space - Open space resources in Commerce are limited to the public parks and the 55-acre electric utility easement which traverses the eastern half of the City. Landscaped boulevards and building setback zones may also be considered open space resources because these areas provide important visual relief in the urban environment.

The 55-acre Southern California electric utility easement contains high voltage electric lines which run the length of the easement from Ferguson Drive to the southern City limit. Although portions of the easement have been developed with tree nurseries and parking lots for adjacent industrial uses, the easement is not being used to its full potential. Walking trails or even an exercise course could be established along portions of the easement.

Cultural Resources

Parks and Recreation - Commerce provides its residents with excellent park facilities and recreational programs. Five City parks, an indoor swimming pool, a senior citizens center and a mountain camp at Lake Arrowhead offer a wide range of recreational opportunities. Available recreation programs cater to all age groups in the City, offering such diverse activities as macrame, swimming and boxing. Many residents cite the available recreational services as a primary reason for living in the City.

All residential neighborhoods, with the exception of the Ferguson area and the Darwell tract, lie within easy walking or biking distance to either a neighborhood park or a smaller vest pocket park. Ferguson area

residents generally use County park facilities located in the unincorporated residential neighborhoods north of Ferguson Drive, or residents take City buses to City recreation facilities. Bus service also links the Darwell tract to City parks.

In the past, the Parks Department has provided facility and program improvements on an "as needed" basis, without the benefit of a parks master plan. Such a plan could be used to set long range goals for continued exemplary service to Commerce residents.

Historical Resources - Commerce contains several known points of local and statewide historical and cultural interest. Recognition and commemorization of historical sites and events can provide a community with respect and pride for the City's past.

Only three historic sites in Commerce are officially commemorated. The Uniroyal Tire Plant and the Pillsbury mill are both listed on the State Register of Historical Places. A plaque marks the site of Vail Landing Field, where Western Airlines began its west coast passenger and air mail service. Additional sites of interest include the Union Pacific East Los Angeles Train Station; the Mount Olive, the Russian Molokian Christian Spiritual Jumpers Lemente and Mount Carmel ethnic cemeteries; and the 1942 Sleepy Lagoon Murder site. The latter site is noteworthy in that the murder led to a murder trial which culminated in the Zoot Suit Riots, focusing international attention on the Mexican-American political movement.

Libraries - The Commerce four-branch library system experiences high levels of use by both City residents and members of the business community. The library offers an extensive collection of bilingual materials and also houses special industry collections unique to library systems in the greater Los Angeles area.

2.0 PROPOSALS

2.1 Park Facilities Plan

The parks and recreation facilities within Commerce serve an important function by enhancing the livability of the City. The goals and policies contained in the Resource Management Element recognize the importance of the existing and future facilities toward meeting that end.

Parks may serve a variety of functions that are largely determined by physical factors such as acreage, facilities, and location. In addition, the manner in which the residents use the park will ultimately define the park's function as it is perceived by those using it. Identical parks located in densely populated inner-city areas will be used in a very different manner than a park located in a suburban setting. For this reason, it is also important to consider the "human factors" in both describing a park's function and analyzing the need for future improvements.

A systematic classification for parks, based on standards concerning desired acreage, service area, and facilities is important when defining the function of individual parks. The National Recreation and Parks Association (NRPA) has prepared a classification system that categorizes parks according to selected variables including: size; population living within the park service area; and actual size of the service area. The park classification system describes six types of facilities, not all of which apply to the City of Commerce. The following categories of parks and accompanying standards include only those that have a relationship with those facilities described in the Resource Management Element.

Play Lots or Tot Lots - Park facilities within this category range in area from 2,500 square feet to one acre. The park should serve a population of between 500 to 2,000 residents and the service area should extend only several

Heritage Park, a 0.65 acre passive open space park at Atlantic Boulevard and Eastern Avenue, contains a flagpole and landscaped grounds. This park contains no usable open space area and therefore is not included in the park acreage inventory in Table RM-3.

The City Parks and Recreation Department also operates the Dean Mericle Senior Citizens Center. The center provides a wide range of activities for older residents of the City including exercise classes, social events, films, and a variety of other social activities.

The City of Commerce Parks and Recreation Department owns and operates Camp Commerce, located near Lake Arrowhead. The camp is open only to residents of the City and operates on a ten week program starting with June 29 and ending on September 7. The costs are minimal, $10.00 per person on Monday through Thursday and $6.00 per person for the remaining days. These charges include bus transportation and three meals a day. The Parks and Recreation Department hopes to begin year-round operation beginning in the summer of 1988.

The five parks in the City are designed to serve the residential neighborhoods in which they are located. Using standards recommended by the National Recreation and Parks Association (NRPA), neighborhood parks should serve a population of 2,000 to 10,000 persons and have a service area radius of one-third to one-quarter mile. In addition, the NRPA recommends a minimum of 2.5 acres of park space per 1,000 residents. The existing park area in the City exceeds NRPA standards with a ratio of approximately 3.2 acres per 1,000 persons, and the facilities available to the residents exceed standards established by the NRPA.

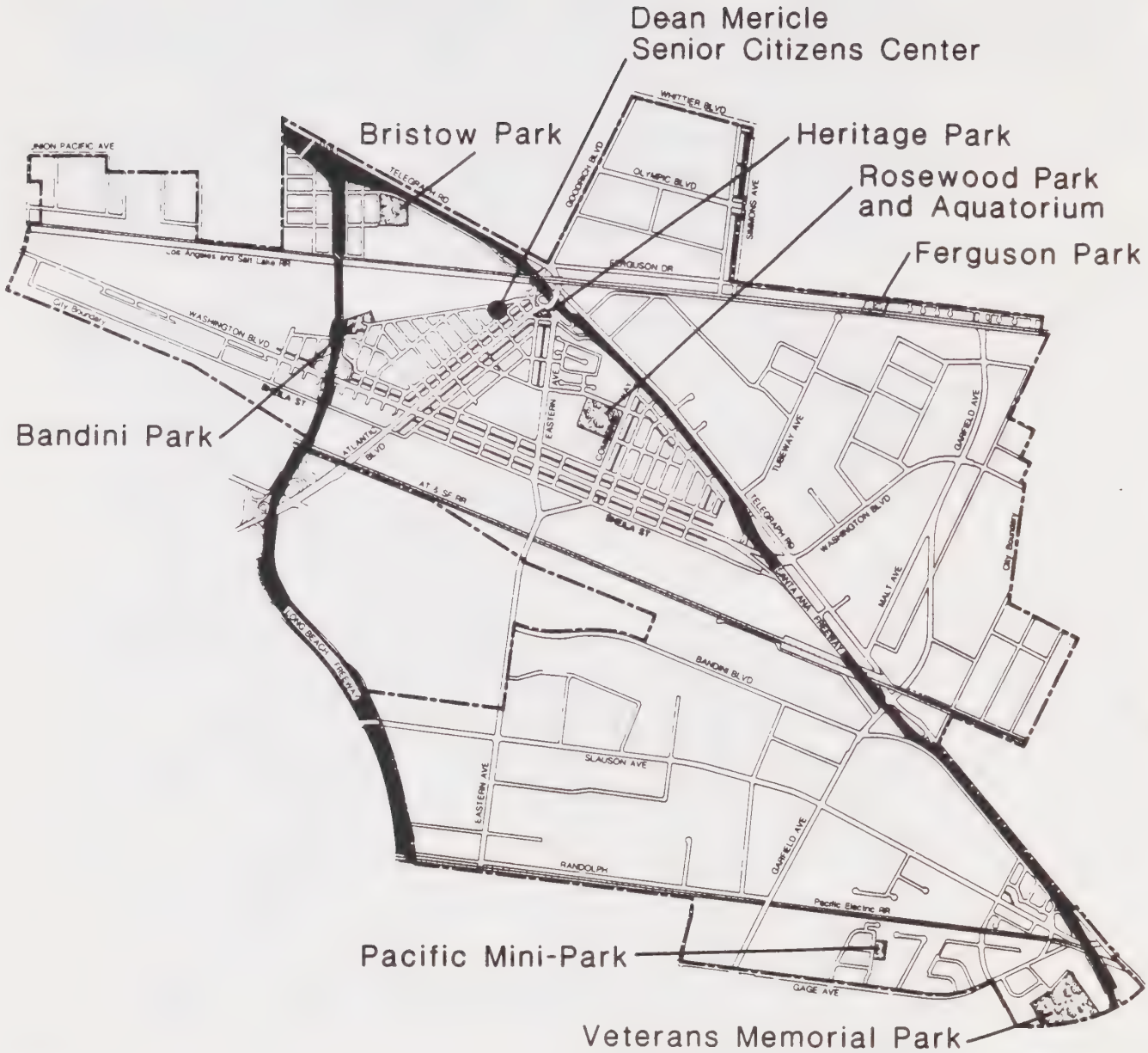
The existing parks, with both existing and proposed facilities, are anticipated to adequately serve the needs of the community during the time frame considered in the General Plan. The potential increase in the City's population that will need to be served by these facilities is directly related to the nature and extent of future development in the City. The Land Use Element is specifically concerned with the identification of future development in the City and serves as a guide for both the type, location, and density of future land use.

Based on the land use policy, as described in the Land Use Element, and the projected population possible with the implementation of the land use policy as described in the Housing Element, the City's ultimate population at complete buildout could exceed 15,000 persons. Assuming that the ultimate buildout population is achieved, the City will require an additional four acres of park land to maintain the current recommended NRPA standard of 2.5 acres per 1,000 residents.

The City of Commerce currently provides park area and recreation programs well above the standards recommended by the NRPA. As the City's population grows, the population-open space ratio will decline. However, as a policy the City will maintain the minimum standard of 2.5 acres of park space per 1,000 residents.

Figure RM-1 delineates existing and proposed park areas. These sites correspond to the Parklands land use designation areas shown on the General Plan Land Use Policy Map. To maintain the proposed park space standard, it may be necessary to expand Veterans Memorial Park or to provide a pocket park in the Ferguson neighborhood.

Specific improvements can be made to existing park facilities to enhance the appearance and function of these excellent community resources. Table RM-1 outlines the improvement which may be undertaken within the next 15 to 20 years. Priority improvements include expansion of the Dean Mericle Senior Citizen Center and renovation of existing Camp Commerce buildings and grounds.



Parks

North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure RM-1
Park Facilities Master Plan

Resource Management
Element-10

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Recreation program improvements and adjustments will also be necessary as the community's program needs change. In the next one to five years, the following programs may be added to the recreation schedule:

- Gymnastics/Tumbling;
- Wrestling;
- Bowling Team;
- Ballroom Dancing;
- Adult Flag Football; and
- Hot Shot Basketball.

	Facility	Improvement
1.	Veteran's Memorial Park	Develop a soccer field. Construct an outdoor half basketball court. Provide outdoor handball courts. Construct an equipment storage shed. Upgrade the weight room.
2.	Rosewood Park	Construct two tennis courts. Replace the backstops at all ball diamonds. Construct an equipment storage shed. Provide new and better playground equipment.
3.	Bandini Park	Enlarge the parking lot. Construct an equipment storage shed.
4.	Bristow Park	Provide a 50-meter swimming pool. Construct an indoor basketball facility in the new recreation building. Provide lights at the "B" ball diamond. Replace the backstop at the "A" ball diamond.
5.	Aquatorium	Construct a chemical storage facility.
6.	Pacific Mini-Park	Develop picnic shelters.
7.	Heritage Park	Maintain as passive open space.
8.	Ferguson Park	Develop a new pocket park within or near the Southern California Edison easement.
9.	Dean Mericle Senior Center	Enlarge the physical structure. Enlarge the parking lot.
10.	Camp Commerce	Develop a multi-purpose court. Provide a weight/exercise room. Provide a game room. Acquire a fishing boat. Perform capital improvements on existing camp facilities.
11.	General Improvements	Paint building graphics on all facilities. Provide a golf driving range at one of the existing park facilities or purchase property for a range. Purchase transport vehicles for the Aquatorium, Camp Commerce, the Sports Division and the Recreation Dept.

Table RM-1
Park Facility Improvements

2.2 Natural Resources Plan

Protection and preservation of mineral, air and water resources is important at any level. An entire region may benefit from the conservation and enhancement efforts of many individual jurisdictions. Regional plans and policies offer the best means to achieve regional conservation objectives. Therefore, Commerce should continue to cooperate with State and regional agencies in their efforts to improve the environment and to extend the life of resources for the benefit of future generations.

Mineral Resources - Land use policies contained in the Land Use Element encourage the continued presence of industry in the City. The Bandini oilfield wells in Commerce may continue operating as this resource is held in reserve for future recovery.

Air Quality - The South Coast Air Quality Management District (SCAQMD) has published several documents outlining strategies for improving air quality. Resource management policies call for the City to continue working with the SCAQMD to enforce regional air quality plans and policies. Several of the strategies rely on technological fixes to reduce point source emissions. Many industries in the City will need to install new pollution control devices to comply with stricter emissions regulations. Other industries will be encouraged to use cleaner burning fuels such as natural gas or methanol. Commerce can insure that industries comply with SCAQMD requirements through its business license issuance process.

Motor vehicles account for a significant proportion of emissions in the basin. Therefore, reduction in the total vehicle miles traveled will reduce the level of vehicle emissions. Regional air quality plans recommend several means to cut down on vehicle trips, including the use of public transportation, the establishment of transportation management systems, staggered work hours at major places of employment and sensible land use planning.

Commerce will continue to operate its municipal bus service to service local residents and to provide links to the regional public transportation system. Industries with large numbers of employees will be encouraged to establish carpooling or vanpooling. These policies are outlined in the Circulation Element.

Water Resources - Water conservation programs primarily are sponsored by water purveying agencies. Among other things, the agencies recommend the use of drought resistant landscaping and water saving irrigation to reduce domestic and commercial water consumption. Commerce will establish landscaping standards for new developments which encourage such conservation strategies. The City will cooperate with other regional water conservation programs to the greatest extent possible.

Water quality control responsibilities lie with a private contract agency. The City will continue to work with its contractor to ensure that residents are provided the best water quality possible.

Open Space - Because Commerce does lie within a heavily urbanized area, it is important to protect the limited open space resources and to encourage open space areas in new development. The 55-acre utility easement may be developed into a greenbelt with exercise trails. Landscaped open space areas will be required in new commercial and industrial developments. Resource management policies indicate that the existing street tree program will be strengthened to provide more landscaped areas along major thoroughfares.

Additionally, park areas will be preserved and enhanced, as outlined in the park facilities plan (Section 2.1 in the Resource Management Element).

2.3 Cultural Resources Plan

Natural resource preservation requires the cooperation of many government agencies. Commerce alone, however, has the ability to preserve and enhance the City's cultural resources. It is the City's desire to establish facilities and programs which will inspire appreciation for Commerce's past and will encourage participation in a wide range of educational and social activities.

Historical Resources

The City will prepare an inventory of historical sites and will work toward establishing appropriate recognition of identified sites. In particular, the City will pursue formal recognition of the Union Pacific train station.

Libraries

Policies call for the City to continue providing residents with excellent library resources.

The City will endeavor to provide a new Central Library facility which may be integrated into plans for a City cultural center.

Additional Resource Management policies provide for continued implementation of social service programs. The City will assess the need for public and private child day care facilities and will respond as necessary to those needs.

3.0 GOALS AND POLICIES

GOAL 1.0 - Aid in the conservation and protection of the air, water, energy and land in the Southern California region.

Policy 1.1 - Work with the Los Angeles County Sanitation District and other government agencies to ensure that the Refuse to Energy plant operates in a manner which protects the region's air resources.

Policy 1.2 - Encourage the conservation of water resources in residential, commercial, and industrial developments through the use of drought tolerant plant materials and water saving irrigation systems.

Policy 1.3 - The City will cooperate, to the degree necessary, with Federal, State and County Agencies, and surrounding jurisdictions, in the maintenance and improvement in the quality of local ground water.

Policy 1.4 - All City departments will cooperate with the Department of Building and Safety to enforce State energy conservation guidelines which require the incorporation of energy-saving designs and features into new and refurbished buildings.

Policy 1.5 - Assist local utility companies with their public education energy conservation programs.

Policy 1.6 - Encourage public employees to follow energy conservation procedures designed to reduce energy consumption.

Policy 1.7 - Support the efforts, goals and plans of the South Coast Air Quality Management District in reducing the level of air pollution in the Southern California region.

Policy 1.8 - Contact appropriate State agencies to determine whether or not the depletion of oil resources in the Bandini oilfield will create local ground subsidence problems.

GOAL 2.0 - Encourage the preservation of the existing plant resources in the City.

Policy 2.1 - Explore code enforcement measures to require property owners to maintain the landscaping on their properties.

Policy 2.2 - Establish a definitive street tree program which at a minimum, calls for landscaping along major rights-of-way and within industrial and commercial developments.

Policy 2.3 - Develop landscaping standards for public and private developments so as to increase the green space throughout the City.

Policy 2.4 - Require at least five (5) percent of the site area of all new commercial and industrial developments to be landscaped.

GOAL 3.0 - Maintain the existing park and recreational facilities to the extent that they can continue to provide residents with the best possible recreational opportunities.

Policy 3.1 - Upgrade existing park facilities to improve park appearance and utility.

Policy 3.2 - Expand Veteran's Park and Bristow Park to include such facilities as soccer fields and basketball courts.

Policy 3.3 - Develop tot lots and pocket parks in the City's residential neighborhoods. As a standard, require all residences to lie within one quarter mile of a pocket park.

Policy 3.8 - Improve and expand the recreational facilities at Camp Commerce.

Policy 3.9 - Continually assess the recreation program needs of City residents and establish guidelines to respond to those needs.

Policy 3.10- Develop a quarterly recreation program report.

Policy 3.11- Identify the maintenance requirements of the park and recreational facilities in the City's Capital Improvement Program.

Policy 3.12- Encourage citizen involvement and participation in the maintenance and upkeep of the neighborhood parks.

GOAL 4.0 - Maintain and expand the existing library facilities to the extent that they continue to provide residents the best possible library services.

Policy 4.1 - Increase the prestige and use of the main library branch by acquiring a wide variety of bilingual and special collections materials.

Policy 4.2 - Develop a City cultural center to contain a new central library, an art center, and other public facilities.

Policy 4.3 - Provide adequate parking at the main library branch.

Policy 4.4 - Establish a literacy program within the library system.

GOAL 5.0 - Establish formal recognition of the City's cultural and historical resources.

Policy 5.1 - Document local historic sites and prepare a printed guide to these resources.

GOAL 6.0 - Establish formal child day-care policies which will enable residents and employees to have access to affordable and the best possible day-care facilities within the City.

Policy 6.1 - Establish a City-funded day-care center for low to moderate income families through general fund monies, Community Development Block Grants or other available funding sources.

Policy 6.2 - Develop a City policy to encourage new industrial developments to include a child day care facility within the project area or to pay in-lieu fees into a City established child day care center fund.

Policy 6.3 - Continue to explore outside funding sources for child day-care facilities within the City.

GOAL 7.0 - Continue to provide a wide variety of social service programs to City residents.

Policy 7.1 - Regularly assess the social service needs of the community.

Policy 7.2 - Establish programs aimed at female-headed households.

Technical Report - Resource Management Element

General Plan

COMMERCE

4.0 TECHNICAL REPORT

4.1 Introduction

The State of California requires every City and County to consider ways to protect and manage natural resources in their general plan. The State emphasizes the need for goals and policies designed to prevent the wasteful exploitation and ultimate destruction of California's natural resources.

The City of Commerce is fully urbanized at this time and, as a result, the availability of natural resources is limited. This technical report will concentrate on describing air quality, water resources, and open space. This technical appendix will also identify the City's cultural resources such as recreation resources, historical structures, libraries and schools.

4.2 Natural Resources

Mineral Resources - Commerce overlies a portion of the small Bandini oilfield. Eighteen wells pump resources from this field, and two of the wells lie within the city limits. In 1984, the field produced only 5,623 barrels of oil, which is a small amount compared to the nearly 30.7 million gallons of oil Californians consume every day.

It is estimated that the Bandini oilfield contains a reserve of 277,000 barrels. If the field continued to produce 5,623 barrels per year for the next 49 years, the resource could be depleted. Advanced technology and favorable market conditions, however, could prolong the life of the resource. In any case, this oilfield is not considered to be a significant resource.

Air Quality - The South Coast Air Basin climate is semi-arid and is characterized by moist, mild winters and hot, dry summers accompanied by sea breezes. Wind patterns vary seasonally; westerly winds predominate in the summer months and northeasterly winds in the winter months. Local Southern California weather is affected by winter storms moving along the Pacific Coast, warm tropical air masses, and hot, dry Santa Ana winds caused by high pressure systems in the Great Basin. The dominant daily wind pattern consists of a daytime sea breeze blowing inland from the ocean followed by a night-time land breeze blowing from the inland areas toward the coast.

The climate in Commerce is consistent with the region's temperate weather patterns. The average daily temperatures range from between 40°F. and 90°F. with an average annual temperature of 64.4°F. Annual precipitation averages

approximately 18 inches per year with most of it occurring during the winter months.

Air pollutants are transported and dispersed by meteorological processes. Meteorological factors important to the transport of air pollution within the South Coast Air Basin are wind speed, wind direction, and the presence of atmospheric temperature inversions. Wind conditions control both the local and regional trajectory of emissions.

The problem of a long transport distance over many pollution sources in summer is compounded by temperature inversions that exacerbate the pollution problem. In summer, the air within the high pressure center over the ocean sinks and warms. Near the ocean's surface, the air cools by contact with the cool water. This forms a shallow, well-mixed layer of marine air about 1,000 feet deep capped by a massive layer of warm air. Pollutants emitted near the ground remain trapped within that shallow layer. As each pollution source adds its contribution to that layer, the air arriving at the eastern portion of the Los Angeles metropolitan area can become highly polluted with visibility-degrading aerosols and with unhealthful, invisible gaseous pollutants. This condition will continue and become more concentrated until either the inversion breaks or surface winds increase to disperse the pollutants horizontally.

Primary air polluters in Commerce include the industries within the City as well as the numerous trucks and cars operating on the City's roadways and on the Long Beach and Santa Ana Freeways which bisect Commerce. In addition, air pollution generated by traffic and point sources in the immediate vicinity and in the surrounding region contribute to the overall decline in air quality within the City.

The South Coast Air Quality Management District (SCAQMD) monitors pollutant levels within the South Coast Air Basin. The Basin is divided into 37 source/receptor areas, and a monitoring station is located within each of these areas. Commerce lies within Area No. 5, which has a monitoring station in Whittier (eight miles east of Commerce). Air quality data indicates that in 1984, pollutant levels in Area No. 5 generally fell below the Federal and State standards, although ozone levels did exceed State standards 108 days that year. Table RM-2 compares 1984 pollutant levels to the 1985 levels.

TABLE RM-2: 1984 AND 1985 AIR QUALITY DATA FOR SOURCE/RECEPTOR AREA NO. 5

Pollutant (State Standard)	1984		1985	
	Max. Concentration in PPM, 1-Hour	# Days State Std. Exceeded	Max. Concentration in PPM, 1-Hour	# Days State Std. Exceeded
Carbon Monoxide (>9.1 PPM, 8-hours)		1		4
(10 PPM, 1-Hour)	14	0	18	0
Ozone (≥ .10 PPM, 1-Hour)	.29	108	.32	95
Nitrogen Dioxide (≥ .25 PPM, 1-Hour)	.29	2	.31	3
Sulfur Dioxide (≥ .05 PPM, 24-Hour)	.06	0	.05	0

PPM - Parts by volume per million parts of air
Note: Total suspended particulates, Lead and Sulfates not monitored.
Source: South Coast Air Quality Management District

Data obtained for 1985 shows again that pollutant levels typically did not exceed State standards; however, ozone concentrations did continue to remain high. Overall, the number of days in which the State standards for ozone were exceeded declined from 108 in 1984 to 95 in 1985. The highest concentration, however, was recorded in 1985. This event may have occurred as a result of extreme meteorological and physical conditions.

The data displayed in Table RM-2 may be somewhat misleading. The table indicates that State air quality standards were surpassed on a very limited number of days. Some persons, however, may encounter difficulty in breathing and may otherwise be adversely affected by even lower concentrations of pollutants, therefore the data presented is not indicative of general overall air quality. Also, the concentrations displayed

were measured in Whittier. Air quality may be worse in those areas of Commerce which contain large numbers of industrial activities.

Water Quality - Three separate water companies provide water service to Commerce residents and businesses: California Water Service (Cal Water), the City of Commerce, and the City of Montebello.

Cal Water has operated the City of Commerce's water system since 1985. Montebello manages that portion of the Montebello system which lies in Commerce. These companies receive water supplies from two sources: the Metropolitan Water District and underground wells. A total of twelve wells pump water from the underlying Los Angeles Basin. Well depths throughout the City range from 270 to 659 feet, but most wells extend about 500 feet below the ground surface.

Groundwater aquifiers are recharged frequently in an effort to maintain the natural level of the Los Angeles Basin. Water supplies are also maintained above-ground in four reservoir tanks. Cal Water owns three tanks, each with a capacity of 500,000 gallons, and one 2.5 million gallon tank is included in the City of Commerce's water system. The City plans to add another three million gallon tank to its system by the end of 1986.

In general, the City's water quality is good. The State Department of Health monitors the water quality, and according to Health Department engineers, Commerce has had relatively few problems with well contamination. On a few occasions manganese levels have exceeded the safety standards set forth by the Safe Water Drinking Act, but corrective measures have effectively mitigated these problems.

Open Space - The City of Commerce is fully urbanized at this time with very little open space land remaining in the City. The bulk of the open space not devoted to parks and recreation facilities is included in utilities easements and the landscaped areas of the individual properties. A 55-acre utility easement traverses the eastern half of the City and is the largest area in terms of open space in the City. Railway easements and railway yards also form pockets of open space.

Parks and recreation facilities cover close to 36 acres of land within the City. Each of the four existing parks lies within or adjacent to an established neighborhood. These facilities are concentrated in the northern part of the City where residential

densities are highest. The parks offer both active and passive open space land uses, as described in the Cultural Resources section of this report.

Although landscaped properties and easements do not offer areas usable open space they do provide important visual relief from the concrete and asphalt expanses of the City. In the past, City codes and planning documents contained minimal requirements for landscaping on commercial and industrial properties. New developments, however, are now providing extensive landscape treatments along streets and within parking lot areas, and redevelopment project programs include landscaping guidelines. Visual open space areas throughout the City are expanding through the redevelopment process. For example, the Commerce Business Park along Slauson Avenue makes use of landscaped earthern berm setbacks. Landscaping is also being used within Redevelopment Project Area III (Atlantic-Washington Revitalization Project) to upgrade the area.

The City is attempting to provide additional landscaped areas along railroad rights-of-way. In some areas of Commerce railroad tracks abut residential neighborhoods, and railroad easements separate the railroad tracks from the backyards of the residences. A landscaped buffer lessens the noise and visual impacts and creates an improved sense of open space. Landscaped buffers have been planted successfully in the Bandini-Rosini neighborhoods.

The 55-acre Southern California Edison easement represents a visual open space corridor which could be used effectively for active open space purposes. This easement runs from the northern to the southern city boundaries as shown on Figure RM-1, and the easement averages 300 feet in width. Tree nurseries occupy portions of the easement, and other sections serve as overflow parking lots for adjacent industrial land uses. Large sections of the easement stand vacant.

Commerce has an active street tree program which is administered by the Department of Parks and Recreation. The Department plants and maintains trees as needed throughout the City, and special emphasis is placed on providing specimens in the industrial and commercial areas. At present, the City does not have a street tree master plan, but the success of the existing program has earned Commerce a Tree City USA Award.

Solid Waste - Solid waste typically is not considered a resource. Rather, it may be considered a user of resources. Unsorted waste materials (refuse) are dumped into landfills which cover several acres of land. This method of waste disposal exploits materials resources (contained in the garbage) and land resources (the landfill site).

The City of Commerce, in conjunction with the Los Angeles County Sanitation District, proposes to reduce the level of resource waste by constructing California's first Refuse to Energy plant. The plant will burn refuse to generate steam for electricity production, thereby conserving both land resources (by reducing landfill loads) and energy resources (by providing alternatives to fossil fuel burning). At some future date it may be possible to extract recyclable materials, thereby reducing materials resource waste.

It is anticipated that the plant will burn 93,000 tons of refuse each year beginning in 1987. Electricity output will be ten megawatts per day, an amount equal to the energy consumed by 20,000 homes.

To ensure that plant operations do not further degrade air quality, technologically superior air pollution control devices will be installed. The South Coast Air Quality Management District will be responsible for monitoring plant emissions.

4.3 Cultural Resources

Recreation - The City of Commerce Park and Recreation Department maintains and operates five parks at the present time: Rosewood Park, Bandini Park, Bristow Park, Veteran's Memorial Park and Pacific Mini-Park. The combined area of the five parks total approximately 36 acres, and the parks include a wide range of recreational facilities. A large indoor swimming facility is located adjacent to the Civic Center in Rosewood Park. Community meeting rooms are available at the four community parks. A large sports center and a marksmanship range are located at Veteran's Memorial Park. The Parks and Recreation Department also provides facilities for senior citizens at the Dean Mericle Senior Center. In addition, the Parks and Recreation Department offers a variety of pre-school programs at all the parks, and organizes excursions such as family ski trips, whale watching excursions, and trips to local amusement parks.

The City's Parks and Recreation facilities are open to all residents who purchase activity cards, which are available for a nominal fee. For a fee of four dollars per month, industrial residents may also purchase activity cards.

The five park areas can be described as follows:

> Rosewood Park, consisting of 11.6 acres, is located adjacent to the Civic Center complex in the Rosewood neighborhood. The facilities located in this park include a playground, handball court, scout hut, athletic fields,

meeting rooms, snack bar, picnic area, and an aquatorium. The Aquatorium is designed as a complete indoor aquatic physical fitness center. It includes two pools, meeting rooms, a sauna, kitchen, snack bar and a completely equipped weight room. The larger pool measures 20 yards by 25 yards while the smaller pool is 12 yards by 20 yards. The City provides swimming lessons and sponsors competitive teams such as a United States Swim Team and Water Polo Team.

Bristow Park, located in the northwestern portion of the City in the Northwest neighborhood, is one of Commerce's older parks. The 11.1-acre park is the second largest in the City. Many of the facilities are outdated and the City is preparing to implement a Master Plan to expand and improve the park. The Plan includes the construction of a new community center building which will feature a library, meeting facilities, boxing room, kitchen, recreation room and a sports center. A swimming pool meeting Olympic competition standards, a multipurpose athletic field, and additional parking spaces are also planned.

Veteran's Memorial Park is located in the extreme southeast corner of the City in the Southeast neighborhood. The 9.6-acre park includes picnic facilities, snack bar, athletic fields, batting cages, children's sand play area, spray pool, and an indoor sports center.

The Veteran's Memorial Park sports center features racquetball facilities, a physical fitness room, volleyball and basketball courts. The marksmanship range at the park offers a variety of competitive matches as well as firearm instruction.

Bandini Park, a 3.1-acre park, is located in the BandiniRosini neighborhood and includes a community center, picnic facilities, spray pool, and athletic fields. The park includes the Bandini Community Center which provides a wide range of indoor facilities and meeting rooms for the surrounding community.

Pacific Mini-Park occupies 0.24 acres of land in the Emil neighborhood. The park is considered a "pocket" park, meaning that it provides limited park facilities and services only a small neighborhood area. Pacific Mini-Park contains a tot lot with playground equipment; picnic tables are also available.

Heritage Park, a 0.65 acre passive open space park at Atlantic Boulevard and Eastern Avenue, contains a flagpole and landscaped grounds. This park contains no usable open space area and therefore is not included in the park acreage inventory in Table RM-3.

The City Parks and Recreation Department also operates the Dean Mericle Senior Citizens Center. The center provides a wide range of activities for older residents of the City including exercise classes, social events, films, and a variety of other social activities.

The City of Commerce Parks and Recreation Department owns and operates Camp Commerce, located near Lake Arrowhead. The camp is open only to residents of the City and operates on a ten week program starting with June 29 and ending on September 7. The costs are minimal, $10.00 per person on Monday through Thursday and $6.00 per person for the remaining days. These charges include bus transportation and three meals a day. The Parks and Recreation Department hopes to begin year-round operation beginning in the summer of 1987.

The five parks in the City are designed to serve the residential neighborhoods in which they are located. Using standards recommended by the National Recreation and Parks Association (NRPA), neighborhood parks should serve a population of 2,000 to 10,000 persons and have a service area radius of one-third to one-quarter mile. In addition, the NRPA recommends a minimum of 2.5 acres of park space per 1,000 residents. The existing park area in the City exceeds NRPA standards with a ratio of approximately 3.2 acres per 1,000 persons, and the facilities available to the residents exceed standards established by the NRPA.

TABLE RM-3: PARKS AND RECREATION FACILITIES

PARK LOCATION	AREA	FACILITIES
1. Rosewood Park 5600 Harbor Street	11.6 acres	meeting rooms, athletic fields, playground, handball court, covered picnic areas, Scout hut
2. Bandini Park and Community Center 4725 Astor Avenue	3.1 acre	meeting rooms, little league field, playground, spray pool, athletic field, basketball court
3. Bristow Park 1466 South McDonnell Avenue	11.1 acres	meeting rooms, athletic fields, playground, tennis courts, handball courts, library, boxing club, spray pool, snack bar
4. Veteran's Memorial Park 6364 Zindell Avenue	9.6 acres	sports center with basketball, volleyball, and racquetball courts and weight rooms, tennis courts, playground, marksmanship range, spray pool, baseball field, batting cages, snack bar
5. Pacific Mini-Park	0.24 acres	tot lot, picnic area
6. Heritage Park	0.65 acres	passive open space
7. Aquatorium 2515 Commerce Way		2 swimming pools, weight room, sauna, kitchen, snack bar, spray pool, meeting rooms
8. Dean Mericle Senior Citizens' Center 5107 Astor Avenue		community rooms, kitchen

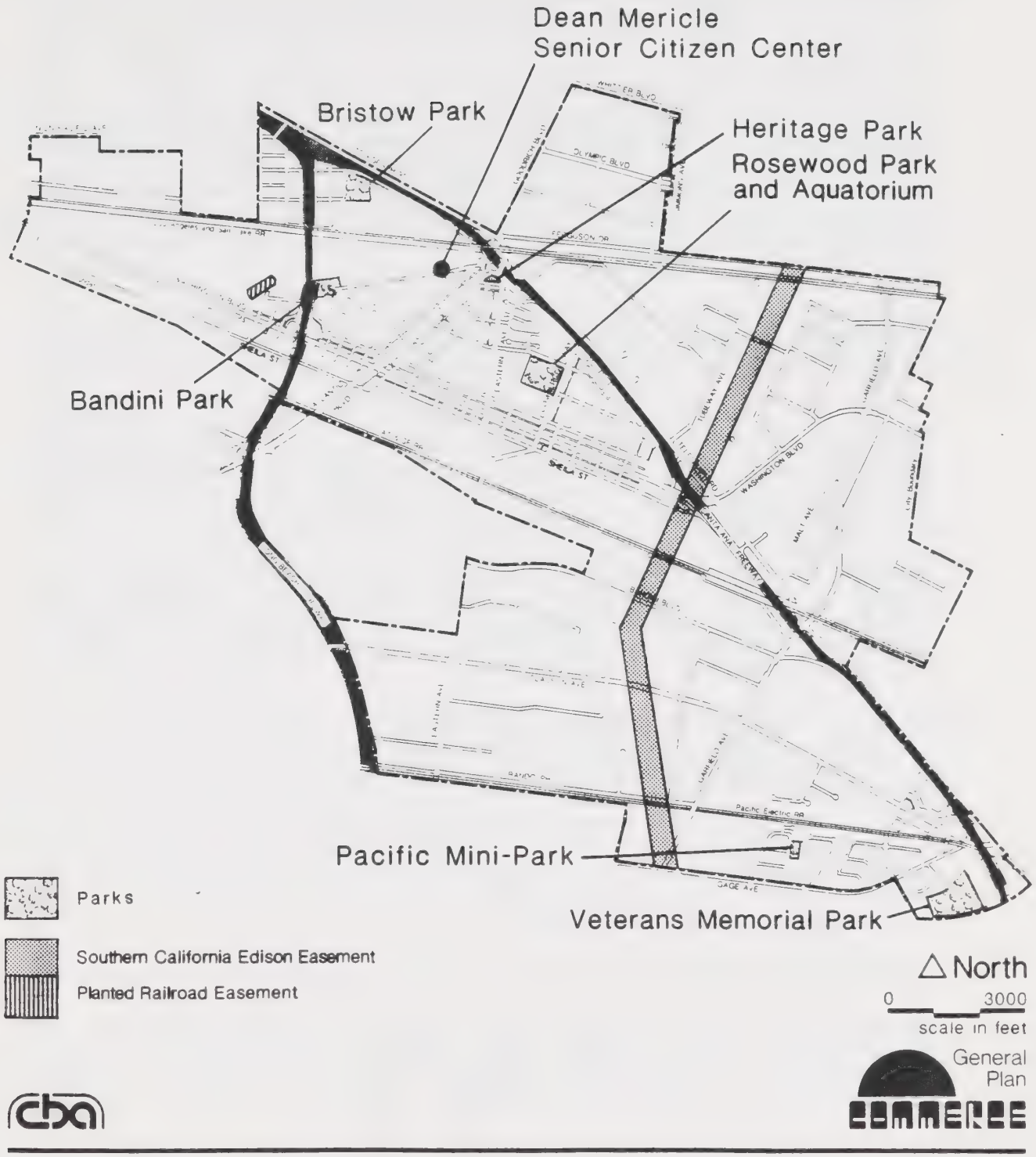

Figure RM-2

Existing Parks, Recreation Facilities and Open Space

(As of January 1987)

Resource Management Element
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9/8/87

Historical - Two buildings in Commerce are listed on the State Register of Historic Places. These buildings, together with a series of sites of local interest, constitute the City's historical resources.

Of the two buildings listed on the State register, the Uniroyal Tire Plant is perhaps the best known. The building's tremendous facade, which represents a compilation of Assyrian architecture from around 800 to 600 B.C., serves as a major Southern California landmark. Eventually, the structure may be converted into a diverse commercial/industrial complex. The historical significance of the structure will be retained through the preservation of the facade.

Also listed on the State register is the Pillsbury mill and processing plant. A portion of this facility now is used as office space. Pillsbury continues to operate the mill.

Although not officially registered as a historic structure, the Union Pacific East Los Angeles train station does represent a bit of local history. Dedicated in 1929, this station served as an embarkation point to areas beyond Los Angeles. Passenger service at this station was terminated in 1971.

Commerce also contains three ethnic cemetaries which are of local historical interest. These cemetaries, located in southeastern Commerce, date back to the turn of the century. Russian, Armenian and other early residents of the greater Los Angeles area are buried there.

Additional historic sites include Vail Field, where Western Airlines began its west coast passenger and mail air service, and the Sleepy Lagoon area on Bandini Boulevard, site of the 1942 Sleepy Lagoon Murder. Vail Field site has been urbanized, but a small plaque identifies the site. The site of the Sleepy Lagoon murder is officially commemorated. The latter site is significant in that the murder trial led to the Zoot Suit Riots. These riots brought international attention to the Mexican-American political movement.

Both State and local historic sites are shown on Figure RM-3.

Libraries - Commerce has four library facilities which offer a range of library programs and library resources to both the residential and business communities. Altogether, the library system has an estimated 120,000 volumes.

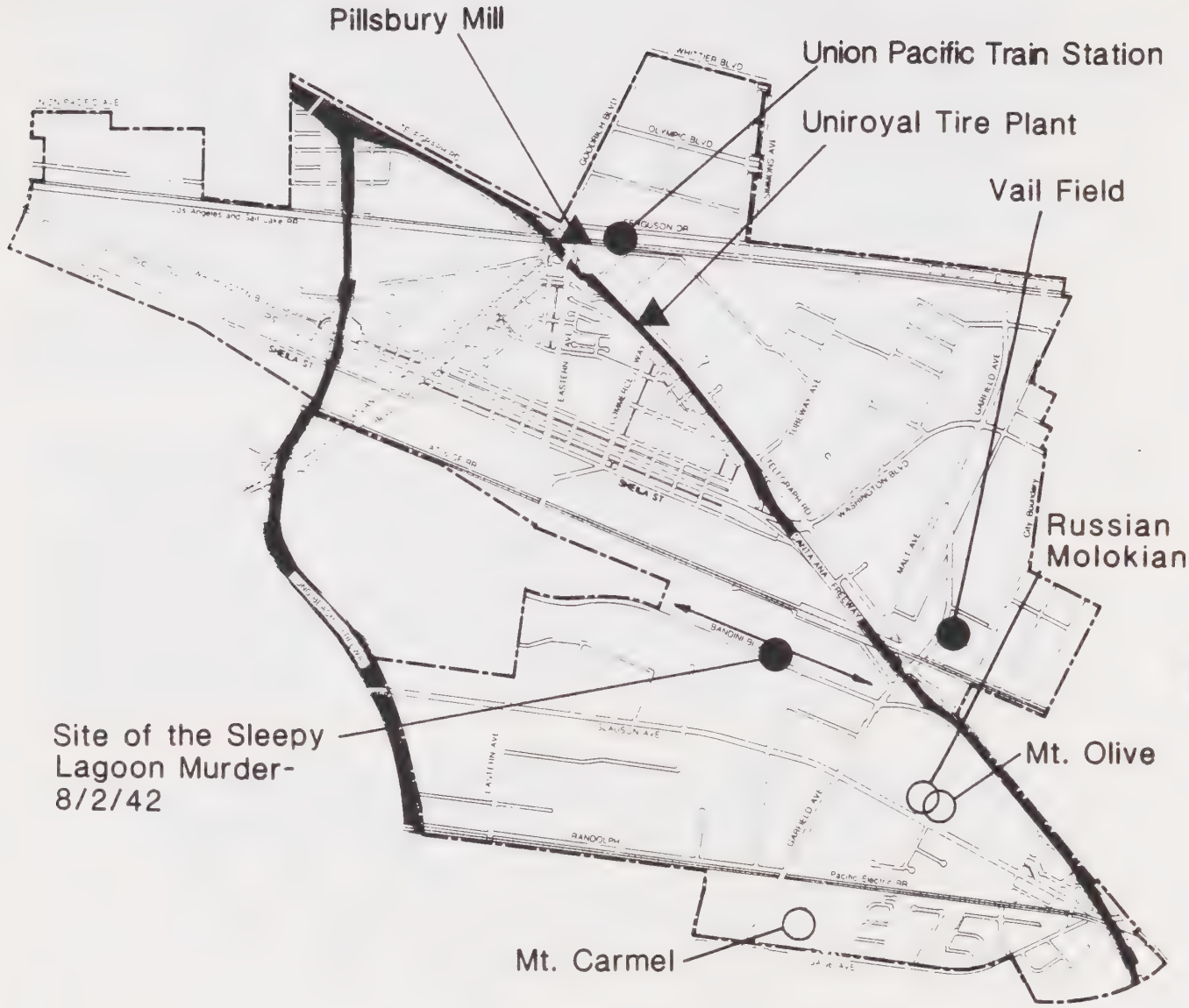
The main branch is located in the City Hall building. Smaller facilities are located in the Greenwood neighborhood, on Atlantic Boulevard just north of Jardine Street, and in the Northwest neighborhood at Bristow Park. The planned Bristow Park community center will include space for a new library.

Included among the library's many programs are an adult literary program, a youth summer reading program and a strong school outreach program. The library contains an extensive amount of bilingual materials, and its special Industry collection is used by library branches throughout the greater Los Angeles area. The library serves as a depository for unique books and reference materials donated by the City's many industries.

Schools - Commerce students attend schools in the Montebello School District. The elementary schools serving Commerce are located in the City. Both the intermediate schools and the high school are in Bell Gardens.

Rosewood Park Elementary and Bandini Elementary serve grades kindergarten through fourth. Rosewood Park Elementary is located at 2353 Commerce Way. School officials indicate that Rosewood Park had a 1986-87 enrollment of approximately 520 students. Bandini Elementary, located at 2318 Couts Avenue, had an enrollment of about 565 students during the 1986-87 school year. All of the students attending Rosewood Park Elementary are Commerce residents, whereas Bandini School draws it student population from both the cities of Commerce and Bell Gardens.

Intermediate school students from Commerce attend either Suba Intermediate School or Bell Gardens Intermediate School. Both of these schools feed into Bell Gardens High School.



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General Plan
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Figure RM-3
Historical Resources

COMMERCE
General Plan

NOISE ELEMENT

General Plan
COMMERCE

NOISE ELEMENT

CITY OF COMMERCE GENERAL PLAN

September 8, 1987

Prepared by:

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1.0 INTRODUCTION

1.1 State Requirements

It is difficult to live in the urban environment and not notice the effects of noise. The sounds of traffic and industry and even school children seem to pervade every corner of the City. While some noises are only short-term irritants, others can be constant fixtures in the community which may pose long-term hazards to human health.

The State Department of Health Services recognizes that noise may have significant negative impacts on community health and welfare. Therefore, the State general plan guidelines require all jurisdictions to prepare a noise element designed to minimize the exposure of residents to potentially harmful noise.

State guidelines are very specific as to the content of the general plan noise element. Government Code, Section 65302 (f) states that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires the element to analyze and project noise levels for:

(1) Highways and freeways;

(2) Primary arterials and major local streets;

(3) Passenger and freight on-line railroad operations and ground rapid transit systems;

(4) Commercial, general aviation, heliport, helistop and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;

(5) Local industrial plants, including, but not limited to railroad classification yards; and

(6) Other ground stationary sources identified by local agencies as contributing to the community noise environment.

This information must be expressed by noise contours which characterize the community noise level. The contours identify noise problem areas that need to be considered in future decision-making. The State General Plan guidelines indicate that noise exposure information should be used to develop the Land Use Element to achieve noise compatible land use patterns (Section 65302(f)).

Because land use patterns in Commerce generally are well established, this element focuses on resolving existing noise concerns. The Noise Element goals and policies stress the importance of protecting residents from excessive noise. Complementary goals and policies concerned with various mitigation measures that serve to address noise impacts are contained in the Land Use and Housing Elements.

1.2 Issues Identification

What is noise? Noise may be described simply as "unwanted sound." The physics of sound are complicated, and no easy means exists to characterize all the qualities of noise (i.e, its loudness, its degree of irritability) using a single measurement unit. Generally, noise, or sound, is described in terms of a "loudness" level which may be expressed as a decibel (dB), a Day-Night Average Level (Ldn), or a Community Noise Equivalent Level (CNEL). The decibel, or A-weighted decibel (dBA), represents a one time measurement of a particular sound, whereas the Ldn and CNEL depict 24 hour averages for ambient noise. In California, the Ldn and CNEL are used most frequently to describe community noise. Further discussion and description of these measurements are provided in the Noise Element Technical Report.

Understanding the characteristics of sound leads to a better recognition of its effects on people. Generally, noise may affect people in three ways: 1) it may cause hearing loss; 2) it may lead to stress; and 3) it may interfere with specific activities. Long-term exposure to high noise levels may permanently affect hearing, whereas temporary exposure may have only temporary, irritating effects. For example, loud noise can prevent people from carrying on conversations or may interfere with work requiring concentration. Figure N-1 provides examples of the noises produced by various sources. Figure N-2 illustrates a community's reaction to loud noise. The number of complaint's increase correspond to the increases in noise levels. Compare Figure N-2 with Figure N-3; the point at which widespread community reaction becomes evident corresponds to the noise exposure levels deemed "normally unacceptable" for residential and other noise sensitive land uses.

Commerce residents are exposed to noise from a variety of sources. The combination of vehicle noise, the sounds of machinery from industry, and everyday urban activity creates a noise environment which can be depicted graphically using noise contours.

(A-Scale Weighted Sound Levels)

dB(A)[2]	OVER-ALL LEVEL (Sound Pressure Level Approx. 0.0002 Microbar)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgment of Different Sound Levels)
130				
	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-Burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)[3]	120 dB(A) 32 Times As Loud
120	LOUD	Turbo-Fan Aircraft @ Take-Off Power @ 200 Ft. (118)[4]	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times As Loud
110	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106)[5] Bell J-2A Helicopter @ 100 Ft. (100)[6]		100 dB(A) 8 Times As Loud
100	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97)[5] Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times As Loud
90		Car Wash @ 20 Ft. (89)[7] Prop. Plane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times As Loud
80	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. from Pavement Edge, 10 A.M. (76±6)[7]	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB(A)
70		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70)[7] Electric Typewriter @ 10 Ft. (64)[7] Dishwasher (Rinse) @ 10 Ft. (60)[7] Conversation (60)	60 dB(A) ½ As Loud
60	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) ¼ As Loud
50		Bird Calls (44)[7] Lower Limit, Urban Ambient Sound (40)		40 dB(A) ⅛ As Loud
40	JUST AUDIBLE	[dB(A) Scale Interrupted]		
10	THRESHOLD OF HEARING			
0				

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, "Outdoor Noise in the Metropolitan Environment", Published by the City of Los Angeles, 1970, p.2.

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Figure N-1
Noise Generators

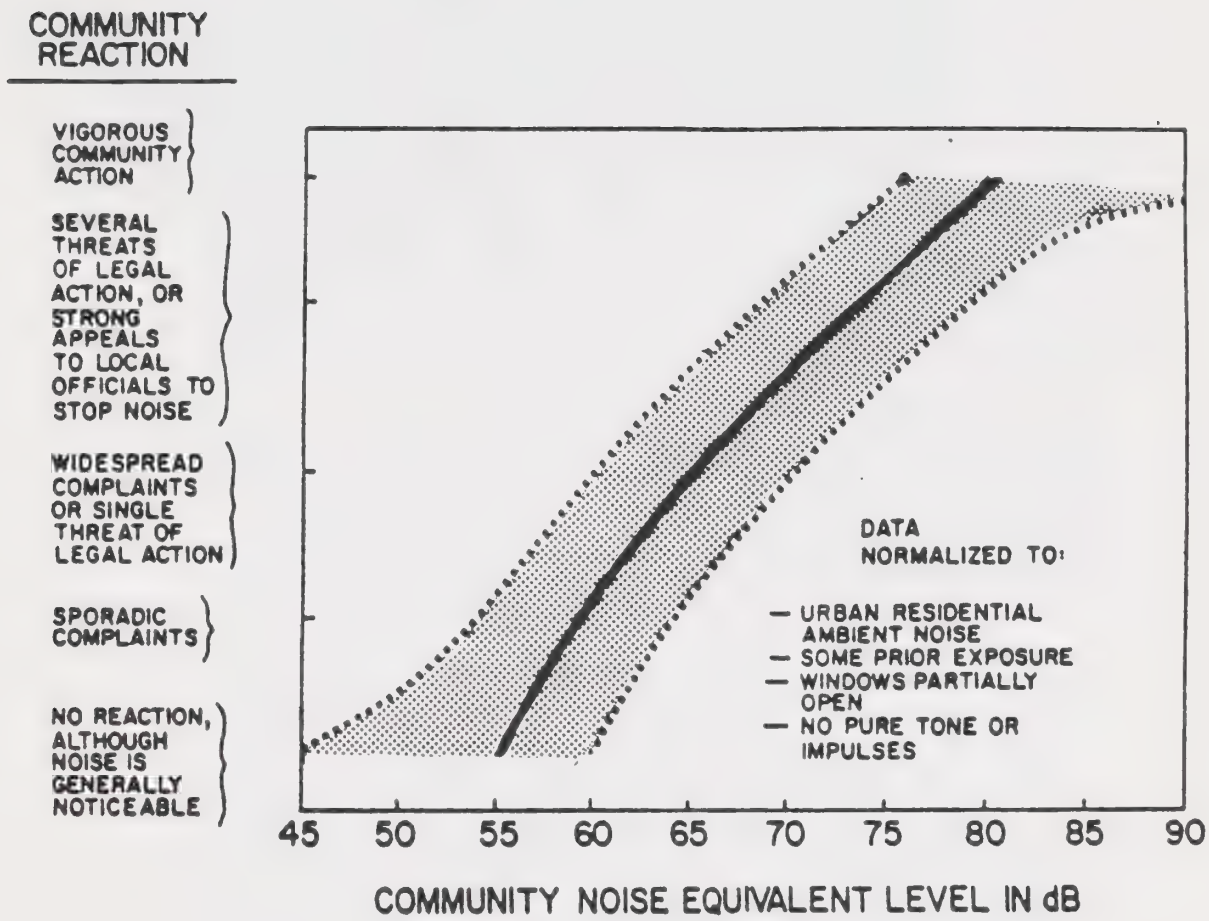

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Figure N-2
Community Reaction Surveys
SOURCE: Mestre Greve Associates

The noise contours shown on Figure N-6 in the Noise Element Technical Report represent the ambient noise environment in Commerce as of October 1986. The methodology used to generate these contours is described in detail in the Noise Element Technical Report. As the figure shows, many areas of Commerce are exposed to noise levels in excess of 65 dB, a level generally perceived as "loud". What factors, or noise sources, contribute to these sound levels? Are particular land uses more sensitive to excessive noise? How can noise be reduced to levels acceptable to Commerce residents? These questions and others are answered in the Noise Element.

1.3 Existing Noise Environment

The traffic on the freeways, streets and railways traversing the City are the primary contributors to urban noise. To a lesser degree, the City's industries may be considered noise sources. Because outdoor manufacturing activities are largely prohibited, much of the noise emanating from industrial operations is related to trucking. The large diesel trucks idling at loading docks generate steady levels of low frequency, rumbling noise.

The high mix of truck traffic, particularly on local streets, is responsible for high daytime noise levels. Noise measurements taken near the intersection of Garfield Avenue and Slauson Avenue, two of Commerce's busiest streets, reveal that temporary noise levels can reach 94 dBA.

The City's railway yards also account for high levels of localized noise. The Union Pacific Railway yard north of Washington Boulevard serves as a major distribution center for rail goods. Rail traffic, truck traffic and loading and unloading operations produce significant levels of noise during the day.

Although the helicopter traffic to and from the heliport on Eastern Avenue generates onsite noise, operations do not adversely impact any sensitive noise receptors. The heliport is located in a highly industrialized area, and helicopter flight paths avoid surrounding residential neighborhoods. The majority of helicopter traffic travels to and from Los Angeles International Airport. Flight paths primarily follow freeway routes and the course of the Los Angeles River.

Normal urban activity generates localized noises which may cause particular problems in residential neighborhoods. Stereos, lawnmowers, slow-moving vehicles and even playing children can generate loud, irksome noises. Construction activity may also disturb residents.

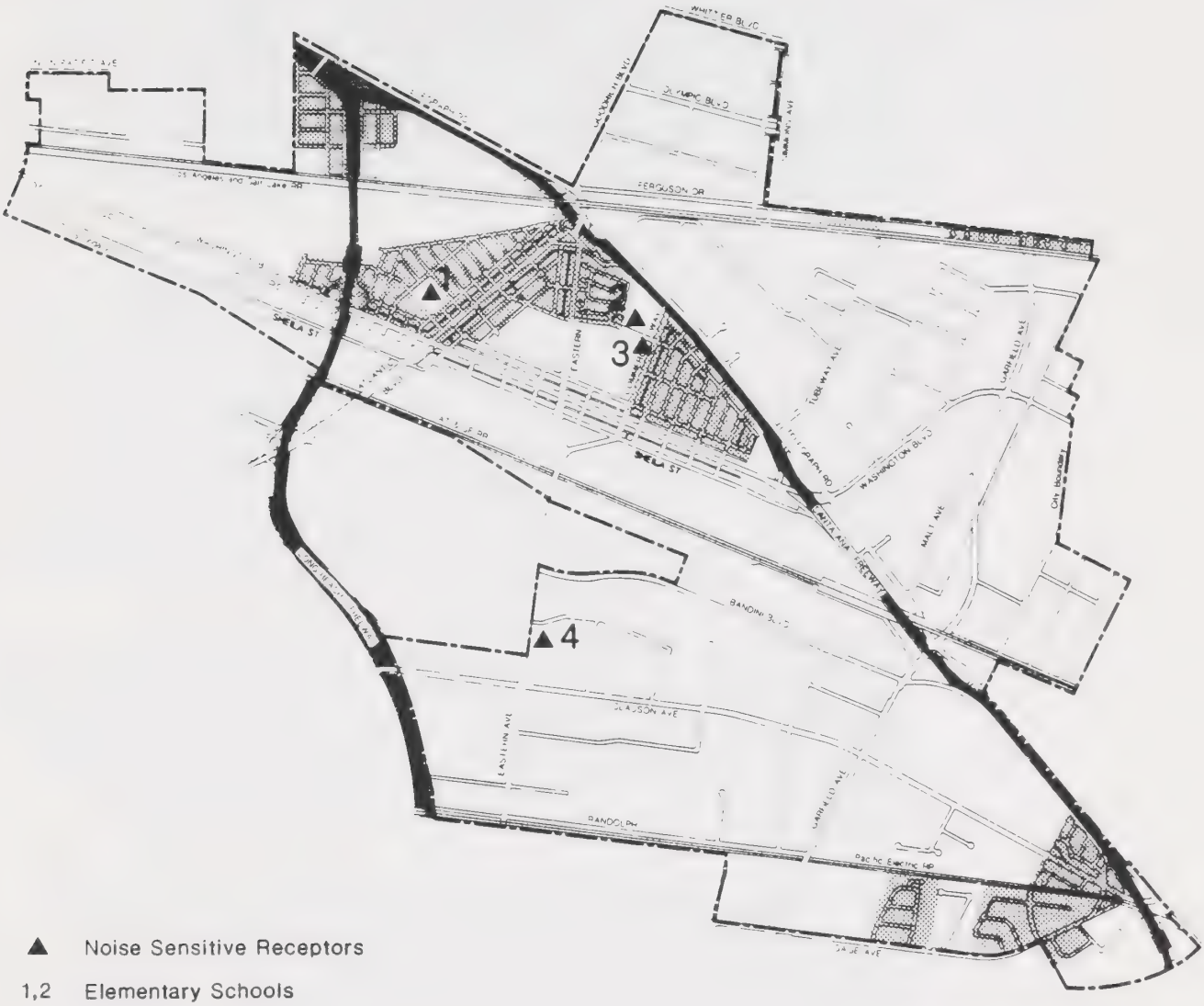
Sensitive noise receptors in Commerce include homes located in the five residential neighborhoods and the two elementary schools (Figure N-3). Although there are several medical clinics in the City, none of the clinics provide inpatient services and therefore are not overly sensitive to noise.

The Northwest neighborhood is impacted by noise from several different sources. Interstate 5 borders the neighborhood on the north, and Interstate 710 bisects the area. The Union Pacific Railway line and freight yard lie immediately to the south. Additionally, several industrial uses are scattered throughout the neighborhood, and truck traffic traverses the local streets daily. Sound walls recently have been constructed along Interstate 5, but residences adjacent to Interstate 710 and the railroad tracks receive no protection from traffic noise. Almost all Northwest neighborhood residents are exposed to noise levels in excess of 70 dBA (refer to Figure N-6 in the Technical Report).

Residents of the Ferguson neighborhood are also impacted by railway noise. Over 50 dwelling units back up to the Union Pacific Railway railroad tracks. Adequate sound attenuation barriers are not provided between the residences and the railroad tracks.

Portions of the Bandini-Rosini neighborhood are exposed to traffic noise from Atlantic Boulevard and Interstate 710. Traffic on the freeway onramps and offramps at Washington Boulevard impacts the residences adjacent to the ramps.

Both elementary schools are exposed to major noise sources. Bandini Elementary is impacted by Interstate 710 freeway noise. Although Rosewood Park Elementary is adjacent to Interstate 5, an insulating block wall has been constructed along the school's northern border.



▲ Noise Sensitive Receptors

1,2 Elementary Schools

3,4 Child Care Facility

Residential Land Use

△ North

0 3000

scale in feet

General Plan

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cba

Figure N-3
Noise Sensitive Land Uses

2.0 PROPOSALS

2.1 Standards

It is the City's goal to ensure that residents are protected from harmful and irritating noise to the greatest extent possible. Noise impacts can be lessened through land use planning, regulatory noise controls, and sound attenuation barriers. The City will use standard and innovative noise control strategies to create a healthful noise environment for community residents.

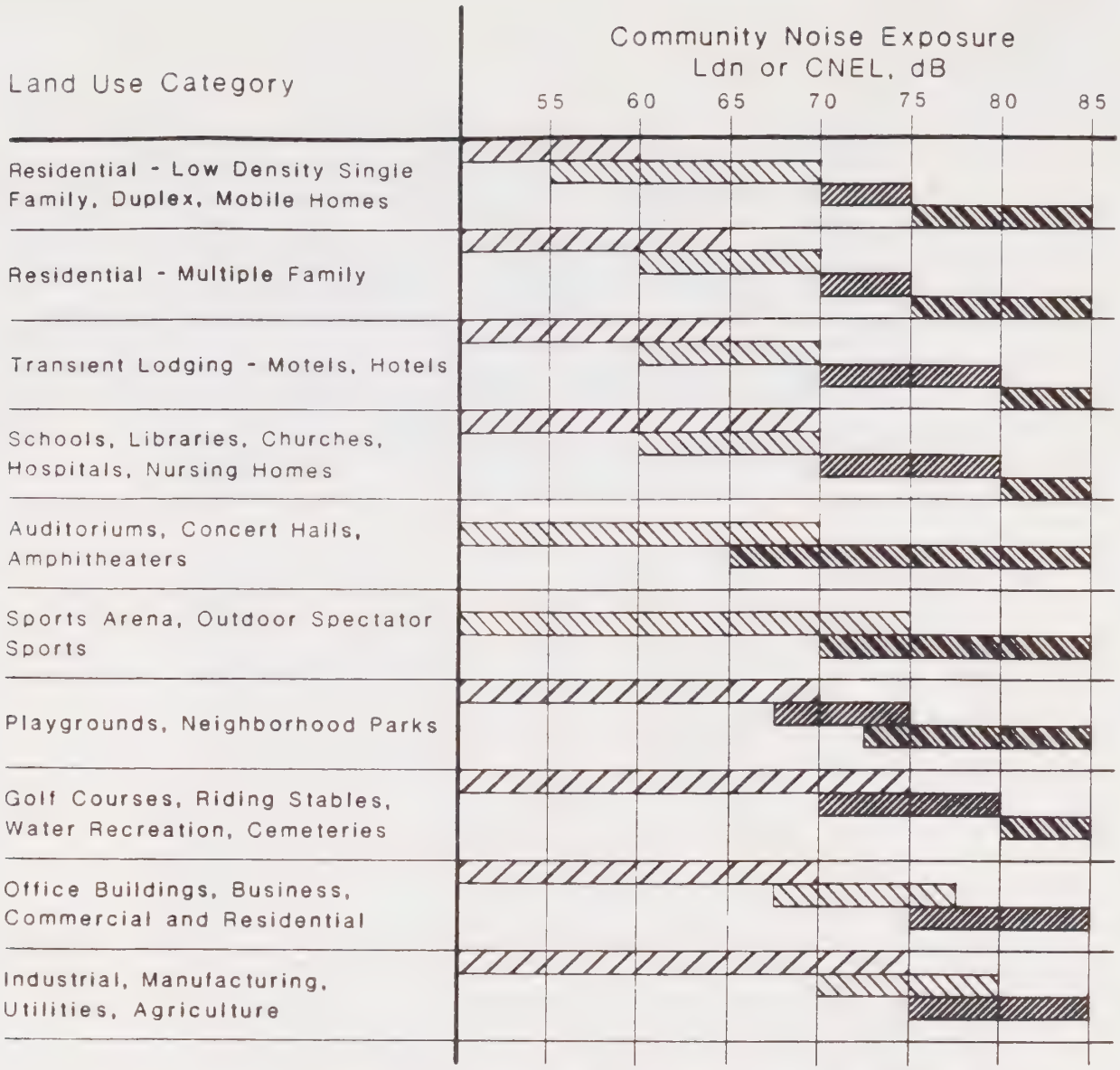
Noise Metric - State law requires community noise environments to be expressed as a Community Noise Equivalent Level (CNEL) or a Day-Night Average (Ldn). These noise metrics represent weighted averages of 24 one-hour Leq measurements, with decibel weights assigned to the evening, night and early morning hours. The CNEL is used most frequently because State noise standards for residential units reference the CNEL measurement. The City will use the CNEL metric to characterize ambient noise in Commerce.

Standards for Noise Control - Noise control efforts in the City cannot rely on 24-hour average measurements because most efforts will be directed toward controlling point source noise. A useful control standard is the A-weighted decibel (dBA). This standard can be measured readily with a variety of available, easy-to-operate sound meters.

The Commerce noise control ordinance, adopted in 1978, sets dBA standards for residential, commercial and industrial zones. The ordinance also regulates the operations of noise intensive activities such as construction work, loading and refuse collection.

The City will continue to use the dBA standard to monitor noise. The existing ordinance and noise standards will be re-evaluated, and changes will be made as necessary. Appropriate Noise Element goals and policies should be incorporated into the noise ordinance.

Levels of Acceptable Noise - Several Federal and State government agencies have established guidelines for noise and its relationship to land use. In 1976 the California Department of Health published Noise Element guidelines which contained a recommended noise/land use compatibility matrix. The matrix, reproduced in Figure N-4, outlines acceptable levels of noise for a variety of land uses. The matrix is considered a good guide for noise responsive land use planning. The standards displayed in the matrix for conditionally acceptable uses are relevant to Commerce.



Normally Acceptable

Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.

SOURCE: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Department of Health, Office of Noise Control, February, 1976.

cba

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Figure N-4
Land Use Compatibility to Noise Environments State of California

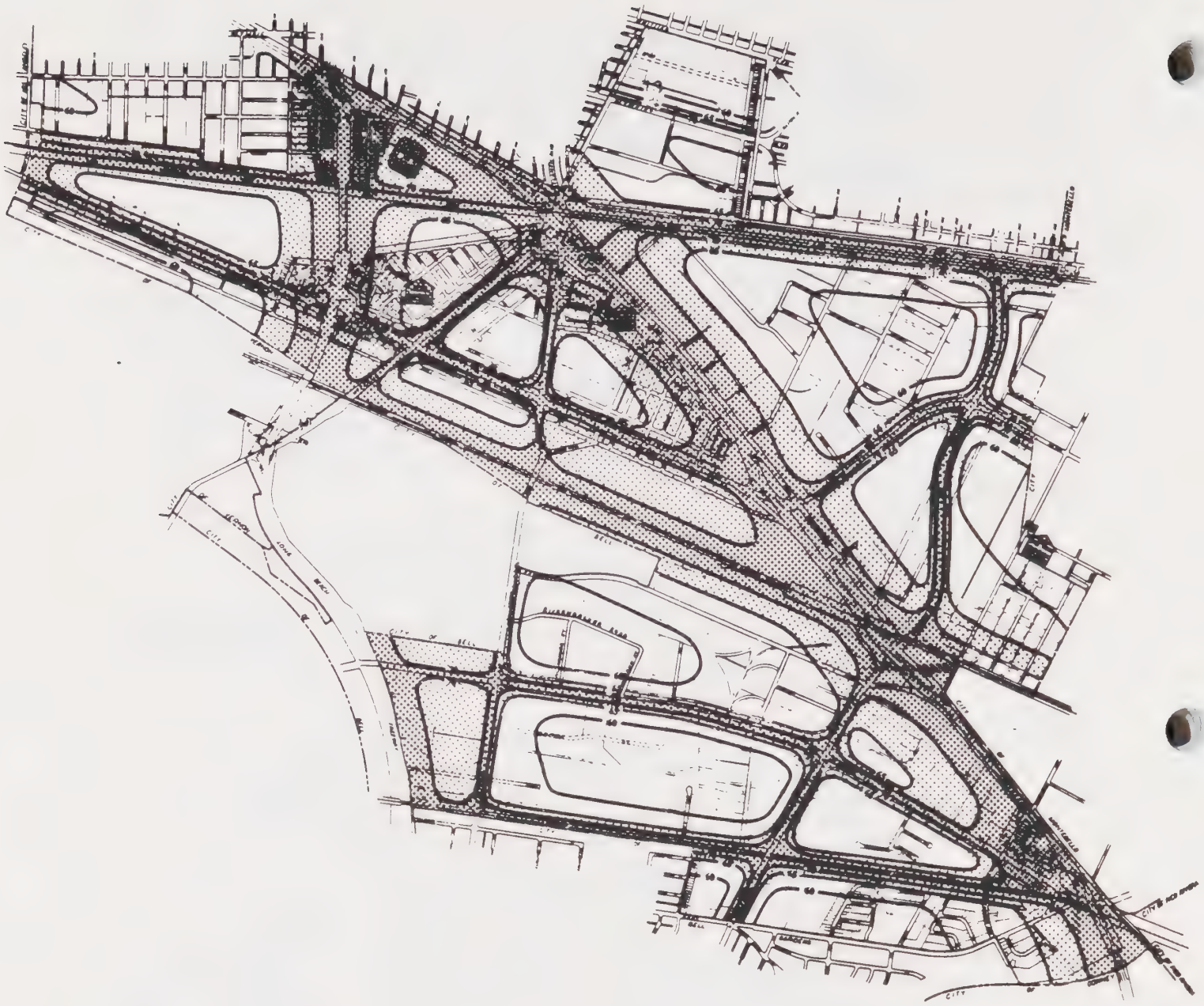
Land Use Compatibility - Because prolonged exposure of residents to noise is considered unhealthful and undesirable, the City will incorporate noise considerations into land use planning decisions. The noise/land use compatibility guidelines contained in Figure N-4 will serve as noise standards for the City.

The Land Use Policy outlined in the Land Use Element will not result in any significant changes in land use overall. The increases in traffic resulting from changes in land use policy will be minor. In addition, the overall distribution and types will not significantly change, and as a result, the future noise contours (Figure N-5) will not be very different from existing noise contours (Figure N-7 in the Noise Element Technical Report).

Noise intensive commercial and industrial operations will not be permitted on parcels adjacent to residential developments or residentially zoned properties. New residential development will be directed toward those areas where noise/land use compatibility standards can be achieved.

The General Plan Land Use Map proposes residential land uses in several areas where outdoor noise levels approach 70 dBA CNEL. The majority of new development and redevelopment should occur in the Southeast neighborhood, where noise standards can be met more readily. Special consideration must be given to the siting of new residences in the Ferguson neighborhood. Both the Land Use Element and the Housing Element call for a Specific Plan to be prepared for the area. The Specific Plan will contain site planning strategies necessary to minimize the exposure of residents to noise.

Noise Exposure Reduction Strategies - The City's well established land use patterns prevent wide scale application of land use planning to minimize noise impacts. Therefore, alternative strategies must be used to achieve acceptable noise environments for existing and new development, especially residential development.



65 dB Contour

70 dB Contour

North

0 3000

scale in feet

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COMMERCE

cba

Figure N-5
Future Noise Contours

To reduce the exposure of residential neighborhoods to freeway, railway and industrial noise, noise reduction barriers can be constructed between residences and existing incompatible land uses. Figure N-6 displays target noise reduction areas. Typical noise barriers to be provided may include block walls, dense landscaping treatment, additional building setback, or any combination of these elements.

Sensitive site planning and a variety of construction techniques will be required to achieve State standards and interior ambient noise levels for new residential development.

* Target Area

North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure N-6
Target Noise Reduction Areas

3.0 GOALS AND POLICIES

GOAL 1.0 - Ensure that residents are protected from harmful and irritating noise sources to the greatest extent possible.

Policy 1.1 - Continue to enforce the existing noise ordinance, especially in residential areas.

Policy 1.2 - Work with the City's industries and state agencies to discover innovative ways to reduce noise impacts throughout the City.

GOAL 2.0 - Provide for measures to reduce noise impacts from transportation noise sources.

Policy 2.1 Construct barriers to mitigate sound emissions where necessary or where feasible.

Policy 2.2 - Construct sound walls wherever residential uses abut railroad rights-of-way.

Policy 2.3 - Ensure the inclusion of noise mitigation measures in the design of new roadway projects. New buildings may be set back from roadways and additional insulation may be provided to reduce interior ambient noise levels.

Policy 2.4 - Mitigate potential impacts for future helicopter operations by restricting residential uses in the vicinity of the heliports.

GOAL 3.0 - Incorporate noise considerations into land use planning decisions.

Policy 3.1 - Prohibit noise intensive land uses adjacent to or near well-established residential areas, schools, convalescent homes, and other noise sensitive receptors.

Policy 3.2 - Encourage acoustical design in all new construction.

Policy 3.3 - Require additional landscaping in industrial and commercial projects to help reduce noise.

GOAL 4.0 - Develop measures to control non-transportation noise impacts.

Policy 4.1 - Continue to use the Sheriff's Department to monitor neighborhood noise and respond to noise complaints.

Policy 4.2 - Establish and maintain coordination among the City agencies involved in noise abatement.

Technical Report - Noise Element

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4.0 TECHNICAL REPORT

4.1 Introduction

The residents of Commerce are exposed to a range of noise levels from a variety of sources common in an urban setting. The predominant source of noise in Commerce, as in most other communities, is related to the operation of motor vehicles. A number of arterials with high traffic volumes subject residents to a significant levels of noise - particularly in those areas immediately adjacent to those roadways. In addition, the large numbers of heavy trucks result in noise impacts being much greater than that which would normally be expected. Rail traffic operating in the City also contributes to the ambient noise levels, especially in those areas near the mainlines. A heliport, located near the intersection of Slauson Avenue and Mansfield Way, also contributes to the ambient noise levels. Finally, the City lies beneath the landing pattern for aircraft landing at Los Angeles International Airport.

Other sources of noise within the City are from stationary sources (that is, non-transportation sources) including a variety of industrial, commercial or business activities, sports activities in parks, the elementary school, construction activities, and a wide range of human activities in residential areas of the City.

Noise may affect all types of land uses and activities although some are more sensitive to noise levels than others. Land uses identified as noise sensitive in Commerce include the elementary schools and those areas that are developed as residential.

The recently revised State requirements concerning the preparation of noise elements state that they should be prepared according to the guidelines established by the State Department of Health Services, Office of Noise Control. Section 65302(f), as amended, requires that an element contain an analysis and quantification, "to the extent practicable," of existing noise levels for a variety of noise generators. A number of these noise generators identified in the State code, such as airports, are not located within the planning area. Efforts to analyze and quantify noise sources in Commerce will be directed toward measuring traffic-related noise on the major streets and in areas affected by railroads.

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicates that the Noise Element should present the noise environment in terms of noise contours. Contour maps are contained in the Noise Element itself. The purpose of this technical report is to provide background and supporting information for the Commerce Noise Element.

Mestre-Greve Associates of Newport Beach performed a detailed noise analysis of Commerce in October of 1986. Much of the resulting report has been incorporated into this technical appendix. This appendix contains background information on noise, health effects of noise, noise assessment criteria, methodology in determining the noise environment, measurement and modeling results, and a summary of noise sources in Commerce.

4.2 Characteristics of Sound

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL).

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one hour Leq measurements. The average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM are weighted 10 decibels. A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound which can be heard by humans. The ear drum may rupture at 140 dB.

Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period.

Noise ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as music, machinery and vehicular traffic on private property. Noise ordinances do not apply to motor vehicle noise on public streets or other transportation related noise sources that are preempted by the State or Federal government.

The City of Commerce noise ordinance establishes ambient noise levels which are more stringent than either generally accepted standards for planning purposes or those of the state. The maximum ambient noise levels allowed in a residential area is 55 dB between 7:00 AM and 7:00 PM, 50 dB between 7:00 PM and 10:00 PM, and 45 dB between 10:00 PM and 7:00 AM. Noise levels in commercial areas are not permitted to exceed 65 dB between the hours of 7:00 AM and 10:00 PM and 55 dB at other times. The maximum noise level permitted in industrial areas is 70 dB anytime.

4.3 Noise and Land Use Compatibility Guidelines

The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards, that the City of Commerce Noise Criteria and Standards have been developed. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as Leq, LDN or CNEL.

Environmental Protection Agency - In March 1974, the EPA published a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Table N-1 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieveing these levels.

Federal Highway Administration (FHWA) - The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and

	Measure	Indoor Activity Interference	Indoor Hearing Loss Consideration	Indoor To Protect Against Both Effects (b)	Outdoor Activity Interference	Outdoor Hearing Loss Consideration	Outdoor To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	L_{dn}	45		45	55		55
	$L_{eq(24)}$		70			70	
Residential with No Outside Space	L_{dn}	45		45			
	$L_{eq(24)}$		70				
Commercial	$L_{eq(24)}$	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	$L_{eq(24)}$	(a)	70	(a)			
Industrial	$L_{eq(24)}$(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L_{dn}	45		45	55		55
	$L_{eq(24)}$		70			70	
Educational	$L_{eq(24)}$	45		45	55		55
	$L_{eq(24)}$(d)		70			70	
Recreational Areas	$L_{eq(24)}$	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	$L_{eq(24)}$				(a)	70	70(c)

Code:

a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity. (See Figure D-2 for noise levels as a function of distance which allow satisfactory communication.)
b. Based on lowest level.
c. Based only on hearing loss.
d. An $L_{eq(8)}$ of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an L_{eq} of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

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Table N-1
EPA Noise Guidelines

SOURCE: Environmental Protection Agency

assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

State of California - The State requires every City and County to adopt Noise Elements as part of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise Control, California Department of Health, February 1976). Figure N-4 in the Noise Element presents this recommended matrix.

The noise environment in Commerce was determined through the employment of a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models (future noise levels are expected to remain essentially the same as with the existing conditions). In October of 1986 Mestre-Greve Associates conducted a noise survey of the City which enabled the noise consultant to prepare a graphic illustration of the City's noise environment. The noise environment is presented in terms of lines of equal noise levels, or noise contours. The following paragraphs detail the methodology used in the measurement survey and computer modeling of these results into noise contours.

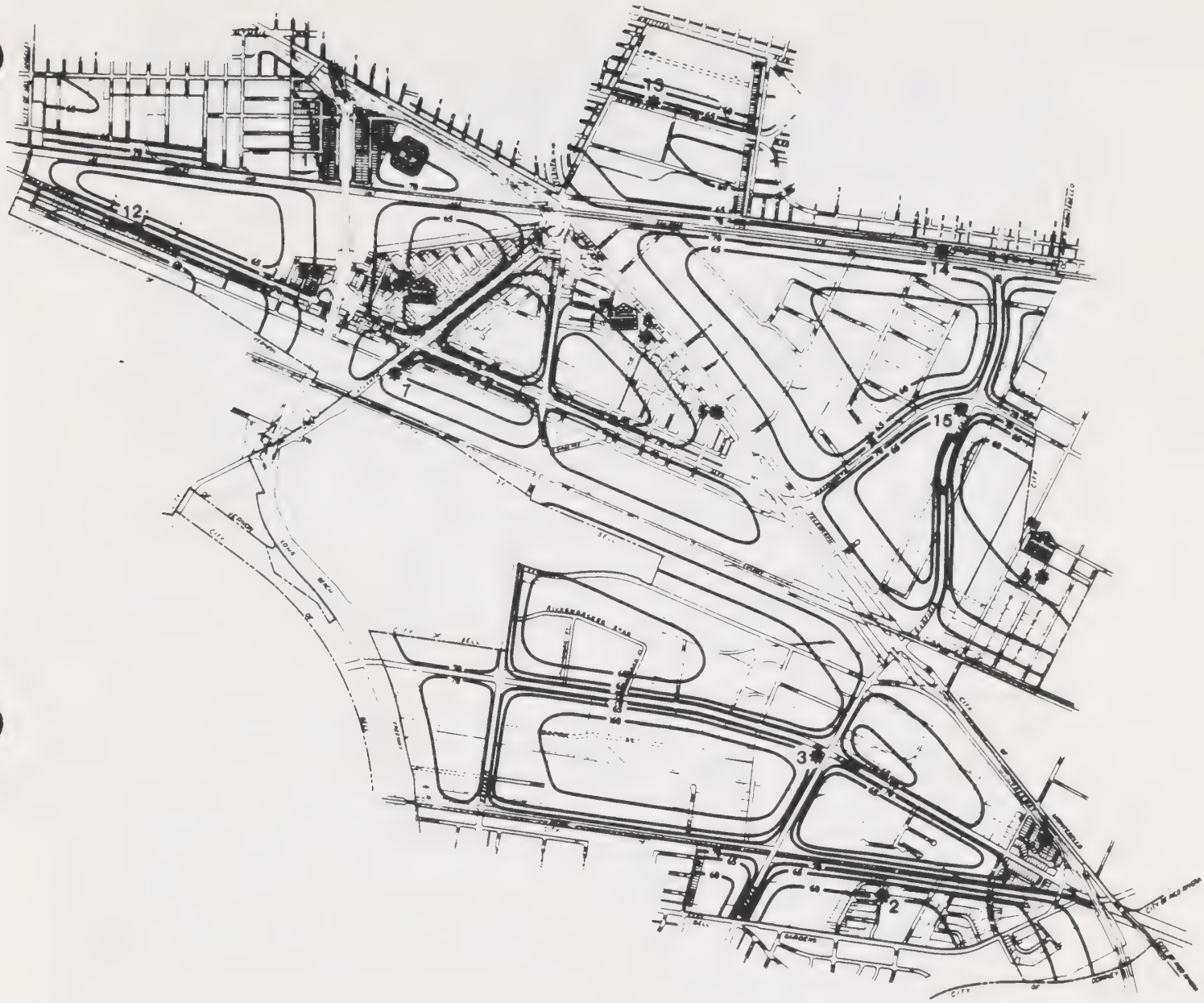
Methodology

Measurement Procedure. Fifteen sites were selected for measurement of the noise environment in Commerce. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use.

The noise measurements were conducted using a Digital Acoustics 607P vs. 3 automated digital noise data acquisition system. The noise monitor was equipped with a General Radio 1/2 inch electret microphone. The system was calibrated traceable to the National Bureau of Standards. Calibration for the calibrator is certified through the duration of the measurements by General Radio. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

Computer Modeling. The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. The traffic data used to project these noise levels are derived from the Circulation Element for the City. The traffic mixes and time distributions for the arterials are also derived from truck counts within Commerce. The traffic mix assumptions for the freeways are based upon Caltrans data specific for this section of the freeway. CNEL noise levels for existing traffic conditions are shown in Figure N-7.

The noise exposure from railroad operations is derived from the Wyle model "Assessment of Noise Environments Around Railroad Operations" (Wyle Laboratory Report WCR 73-5, July 1973). Evaluation of the noise environments resulting from train operations may be segregated into two categories, the noise from the power plant (locomotive) and the noise produced by rolling stock (individual rail cars). The noise from the locomotives (diesel) results primarily from the engine exhaust with contributions from the vibration of structural components of the unit. The noise from individual rail cars is produced by the wheel/rail interaction and the vibration of wheel assemblies. Data inputs to the model include: velocity, number of cars per train, number of trains, time distribution of the



*1 Location of Noise Measurement. Numbers correspond to numbers shown in Table N-2.

△ North

0 3000

scale in feet

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SOURCE: Mestre Greve Associates

Figure N-7
Existing Noise Contours - October 1986

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trains, grade of track and type of track. From these input data, CNEL noise levels at various distances from the rail line can be computed. Railroad operational assumptions were estimated from data supplied by At&SF Railroad, Los Angeles Junction Railroad Company, Southern Pacific Railroad Company and the Union Pacific Railroad Company.

Results

Measurement Results. The noise measurement program was conducted on October 22 and 23, 1986 at fifteen locations throughout the City. The results of the ambient noise measurements at each site are depicted in Table N-2 (Parts 1 through 3). This table also depicts the date and time of the measurement and the primary noise source affecting the noise environment. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (Leq) and the Percent Noise Levels (L%). Percent Noise Levels are another method of characterizing ambient noise where, for example, L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.

Noise Contours. The existing noise levels in the City were established in terms of the CNEL indices by modeling all of the noise sources for the existing traffic and speed characteristics. These results were presented on the contour map (Figure N-7). The results are also presented in tabularized format in Table N-2 for existing conditions (future conditions are assumed to be essentially the same). The distances to the CNEL contours for the roadways in the vicinity of Commerce are given in these tables. These represent the distance from the centerline of the road to the contour value shown. Note that these tables do not include the mitigating effect of any noise barriers or intervening buildings.

4.4 Summary of Noise Exposure

The sources of noise in Commerce fall into five basic categories. These are: freeways, both the Long Beach and the Santa Ana; aircraft overflights; major and minor arterial roadways; numerous railroad lines and switching areas; and stationary sources. Each of these sources and their impacts on the noise environment of Commerce are summarized in the following paragraphs.

Freeways. The Long Beach Freeway, traverses the west boundary of the City in the north/south direction. The freeway is generally elevated with respect to the adjacent areas. Most of the development along the freeway is commercial. However, there are a few residential areas adjacent to the freeway that are affected by unmitigated freeway noise. The Long Beach Freeway is elevated at least twenty feet above these areas but no walls exist at the present time.

The Santa Ana Freeway crosses through the heart of the city from the southeast to northwest boundaries and is not elevated with respect to adjacent areas. There are Residential and noise sensitive land uses adjacent to the freeway but these areas are protected by a sound wall with a minimum height of ten feet. There are no other noise sensitive land uses within Commerce that are affected by freeway noise.

TABLE N-2

NOISE MEASUREMENT RESULTS

Site: #1

Location: 3521 Volmer
Date: October 22, 1986
Time: 12:19 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
60.9	68	62	60	58

Primary Noise Sources:
Traffic on I-5
Aircraft

Comments:
13 Foot Fwy Mitigation Wall

Site: #2

Location: 6270 Pacific
Date: October 22, 1986
Time: 12:49 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
51.2	66	54	44	41

Primary Noise Sources:
Aircraft and Light Industrial

Comments:
Residential/Industrial Border

Site: #3

Location: Greer Hydraulics
Southwest corner of
Slauson and Garfield
Date: October 23, 1986
Time: 3:49 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
75.0	94	77	71	68

Primary Noise Sources:
Traffic

Comments:
High Truck Mix on Garfield
and Slauson

Site: #4

Location: Ekco Steel
Tanager Avenue

Date: October 22, 1986
Time: 1:30 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
65.8	81	66	59	58

Primary Noise Sources:
Industrial From Ekco

Comments:
Industrial/School Border

TABLE N-2 (continued)

Site: #5

Location: 5953 Bartmus

Date: October 22, 1986
Time: 2:03 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
59.0	79	59	57	55

Primary Noise Sources:
Traffic on I-5 and Bartmus
Aircraft

Comments:
15 Foot Fwy Mitigation Wall

Site: #6

Location: Rosewood Elementary
2353 Commerce Way

Date: October 22, 1986
Time: 2:30 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
58.2	68	59	57	55

Primary Noise Sources:
Traffic on I-5 and Commerce
Aircraft

Comments:
No Audible School Activity

Site: #7

Location: Sheila at Atlantic

Date: October 22, 1986
Time: 3:03 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
68.2	80	71	66	62

Primary Noise Sources:
Traffic on Atlantic and
Sheila

Site: #8

Location: Bandini Elementary
2318 Couts

Date: October 23, 1986
Time: 10:35 a.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
59.4	77	61	52	50

Primary Noise Sources:
Traffic on Couts and distant
I-710 Freeway

Comments:
Moderate school activity

TABLE N-2 (continued)

Site: #9

Location: 2305 Conners

Date: October 23, 1986
Time: 11:05 a.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
62.6	69	64	62	59

Primary Noise Sources:
Traffic on I-710 and Washington

Comments:
No Fwy Mitigation Wall
Fwy 30 Feet Above Homes

Site: #10

Location: Bristow Park
1466 S. McDonnell

Date: October 23, 1986
Time: 12:06 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
61.7	77	61	59	57

Primary Noise Sources:
Traffic on Both I-5 and I-710
Park Activity Noise

Comments:
No Fwy Mitigation Wall for Park Residential has Minimum 10 Foot Wall

Site: #11

Location: 4574 Dunham
Date: October 23, 1986
Time: 12:36 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
65.0	67	67	64	61

Primary Noise Sources:
Traffic on I-710 and Dunham

Comments:
No Fwy Mitigation Wall

Site: #12

Location: Washington at Oak
Date: October 23, 1986
Time: 1:38 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
74.8	90	78	71	62

Primary Noise Sources:
Traffic on Washington
Heavy Industrial Noise

Comments:
High Truck Mix

TABLE N-2 (Continued)

Site: #13

Location: 5500 Olympic
Date: October 23, 1986
Time: 2:13 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
69.4	84	72	67	60

Primary Noise Sources:
Traffic on Olympic
Light Industrial Noise

Comments:
Commercial/Industrial Zone

Site: #14

Location: 1544 Tolmier
Date: October 23, 1986
Time: 2:20 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
53.2	70	53	48	46

Primary Noise Sources:
Traffic on Ferguson, Aircraft and Railroad Noise

Comments:
1 Train Departure from Rail Yard

Site: #15

Location: Garfield and Washington
Date: October 23, 1986
Time: 3:20 p.m.

Measured Values (dBA)

LEQ	Lmax	L10	L50	L90
68.3	82	71	66	62

Primary Noise Sources:
Traffic on Garfield and Washington

Comments:
Commercial/Industrial Zone with High Truck Mix

TABLE N-3

CNEL NOISE LEVELS
FOR EXISTING TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	VEHICLE SPEED (MPH)	TRUCK MIX HT/MT	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FT) 60 CNEL	65 CNEL	70CNEL
ATLANTIC BOULEVARD						
I-710 Freeway to Washington	24,000	35	9.5/9.5	433	201	98
Washington to Eastern	23,000	35	9.5/9.5	421	195	9
EASTERN AVENUE						
Randolph to Slauson	18,400	35	9.5/9.5	363	168	78
Slauson to Commerce	13,800	35	9.5/9.5	299	139	65
Commerce to I-5 Freeway	13,000	35	9.5/9.5	208	134	62
GARFIELD AVENUE						
Gage to Slauson	19,000	35	9.5/9.5	370	172	80
Slauson to Bandini	22,000	35	9.5/9.5	408	190	88
Bandini to Telegraph	32,000	35	9.5/9.5	524	243	113
Telegraph to Elm	23,000	35	9.5/9.5	421	195	91
Elm to Washington	19,000	35	9.5/9.5	370	172	80
Washington to Ferguson	22,000	35	9.5/9.5	408	190	88
OLYMPIC BOULEVARD						
Goodrich to Simmons	18,400	35	9.5/9.5	363	168	78
SLAUSON AVENUE						
I-710 Freeway to Eastern	23,300	35	9.5/9.5	424	197	91
Eastern to Garfield	23,800	35	9.5/9.5	430	200	93
Garfield to Gage	26,800	35	9.5/9.5	466	216	100

TABLE N-3

CNEL NOISE LEVELS
FOR EXISTING TRAFFIC CONDITIONS
(Continued)

ROADWAY SEGMENT	TRAFFIC VOLUME	VEHICLE SPEED (MPH)	TRUCK MIX HT/MT	DISTANCE TO CNEL CONTOUR FROM ROADWAY CENTERLINE (FT) 60 CNEL	65 CNEL	70CNEL
TELEGRAPH ROAD						
I-710 Freeway to Eastern	15,000	35	9.5/9.5	316	147	68
Eastern to Tubeway	11,600	35	9.5/9.5	267	124	57
Tubeway to Washington	27,000	35	9.5/9.5	468	217	101
Washington to Garfield	13,600	35	9.5/9.5	296	138	64
WASHINGTON BOULEVARD						
West of I-710 Freeway	23,800	35	9.5/9.5	430	199	93
I-710 to Atlantic	18,900	35	9.5/9.5	369	171	80
Atlantic to Commerce	23,000	35	9.5/9.5	421	195	91
Commerce to I-5 Freeway	33,600	35	9.5/9.5	542	251	117
I-5 to Garfield	34,000	35	9.5/9.5	546	253	118
LONG BEACH FREEWAY						
Florence to I-5 Freeway	176,000	55	7.7/6.7	2,693	1,250	580
SANTA ANA FREEWAY						
Slauson to Washington	208,000	55	6.1/6.6	2,763	1,283	595
Washington to I-710 Fwy	178,000	55	6.1/6.6	2,491	1,156	537

Major and Minor Arterial Roadways. Traffic noise on surface streets is a significant source of noise within the community. The major east-west roadways in the City include: Olympic Boulevard, Washington Boulevard, Bandini Boulevard and Slauson Avenue. The major north-south roadways in the Cty include: Atlantic Boulevard, Eastern Avenue, Telegraph Road and Garfield Avenue.

Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of traffic and gradient of the roadway. Roadways in Commerce have a very high percentage of truck traffic.

In general, commercial land uses predominate along the major roadways. However, a few residential homes are located along some of the major and secondary arterials. This is the case along sections of Washington Boulevard and Slauson Avenue. Many of these homes will be exposed to noise levels greater than 65 CNEL.

Airports and Heliports. There are no airports located in Commerce, nor are there any specific flight corridors that overfly the City. As with most municipalities located near or in an urban area, the community is subject to occasional noise intrusion from high flying inroute aircraft. Helicopter traffic in and out of the heliport on Rickenbacker Road will fly over industrial areas and will follow the path of the freeway and the riverbed. These events are not considered a major source of noise in Commerce.

Railroads. The City of Commerce has a number of main railroad and spur lines throughout the City. Major lines affecting the City include the AT&SF Railroad, the Los Angeles Junction Railroad Company, Southern Pacific Railroad Company and the Union Pacific Railroad Company. The majority of the traffic consists of freight trains performing switcher operations. The AT&SF line is used by both Amtrak and freight trains. In addition, there is a railroad switching yard located at the northwest boundary of the City.

The railroad lines primarily traverse industrial properties. However, there are residences at the ends of cul-de-sacs extending from the south side of Ferguson Drive between Burrard Avenue and Yates Avenue that are affected by the Union Pacific line. Railroad operations are a major source of noise within the City, and in some areas residences along the railroad line experience noise levels in excess of 65 CNEL.

Stationary Sources. The City of Commerce has a large number of industrial noise sources. There are industrial centers located throughout the City. Commercial areas located near residential areas from adjacent cities result in occasional noise impacts. One source of industrial noise is the Ekco Steel Plant, which impacts an adjacent school outside the City boundary. The primary noises associated with industrial and commercial operations include truck traffic, air compressors, generators, outdoor loudspeakers and gas venting.

There have also been problems related to noise induced vibrations which have affected adjacent commercial properties. While commercial activities are a major source of noise within Commerce, their impact on residential or other noise sensitive land uses is seen to be minimal.

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GLOSSARY

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GLOSSARY

Affordable Housing - Housing is considered affordable to all households if it costs no more than 30% of gross monthly income for rents and up to 3.0 times annual income for purchasing a home. These are the standards used by the Federal and State government and the majority of lending institutions.

Air Basin - One of 14 self-contained regions, minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution Control District (APCD) - A single- or multi-county agency with legislative authority to adopt and enforce all rules and regulations necessary to control nonvehicular sources of air pollutants in its area.

Air Quality Standard - A health-based standard for air pollution established by the federal government and the State.

Ambient Air Quality - The quality of the air at a particular time and place.

Ambient Noise Level - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

CNEL - Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the night before 7 A.M. and after 10 P.M.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Decibel, dB - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density - Dwelling units per acre; population, families per square mile/acre.

Fair Share Allocation - A distribution of lower income housing need among the cities in the region which is prepared by the Southern California Association of Governments (SCAG) for cities in Los Angeles County. The idea behind the allocation is that each jurisdiction should bear proportional responsibility for housing the low and moderate income population of the region. The allocation is expressed in terms of the number of additional lower income households which each jurisdiction should absorb over a five year period.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

> Active Fault - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.
>
> Potentially Active Fault - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.
>
> Inactive Fault - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Flow - a rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Plain - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one-percent or greater chance of flooding in any given year (i.e., 100-year flood).

Floor Area Ratio - The ratio of the gross floor area of all the buildings on a lot to the area of the lot itself.

Ground Failure - Mudslide, landslide, liquefaction, or the seismic compaction of soils.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open-space amenities of the community."

Handicapped - The count of persons with disabilities or handicaps in the U.S. Census is based on self-definition with no medical documentation required. As a result, the number may include asthma, arthritis, mental illness, diabetes, etc., as well as musculoskeletal diseases, paralysis, etc. which require modification to housing.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals, and nuclear fuels.

Household - The census considers all persons living in a dwelling unit to be a household, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total of the incomes of all the people living in a household. Households are usually described as very low income, low income, moderate income, middle income, and upper income according to their household size and relation to the regional median income for that household size.

- Very Low Income = 0 - 50% of the regional median income. (Less than $8,782 for a family of four).

- Low Income = 51 - 80% of the regional median income. ($8,783 to $14,050 for a family of four).

- Moderate Income = 01 - 120% of the regional median income. ($14,051 to $21,076 for a family of four).

Implementation Measure - An action, procedure, program or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan."

Implementation Program (Action Program) - A coordinated set of measures to carry out the policies of the general plan. Example: Open-space action program for implementing openspace policies.

Infrastructure - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Intensity - The level of land use (low to high) for buildings--lot coverage, floor area ratio, building bulk.

Landslide - A general term for a falling mass of soil or rocks.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Median Income - The income category for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below. (The 1980 median income in Los Angeles County was $17,563. For the City alone, the 1980 median income was $22,121.)

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

Policy (1) - A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals, and standards in both the text and diagrams.

Special Housing Needs - Those characteristics of the population (other than income) which cause households to have difficulty obtaining housing. The elderly, the handicapped, large families, the homeless, migrant farmworkers, and femaleheaded households are all considered to have special housing needs under state law.

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IMPLEMENTATION PLAN

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CITY OF COMMERCE GENERAL PLAN

September 8, 1987

Prepared by:

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IMPLEMENTATION PLAN
Commerce General Plan

1.1 Introduction

The goals and policies outlined in the six General Plan elements state the long range planning objectives of the City. The Implementation Plan provides the necessary link between the statement and the realization of those objectives.

This plan is organized in two sections. The first section presents implementation programs for the goals contained in each of the six General Plan elements as follows: Land Use, Housing, Circulation, Public Safety, Resource Management and Noise. The second section consists of a matrix which shows the interrelationship of all goals, policies and implementation programs.

1.2 Land Use Element

Implementation of the Land Use Element is to be accomplished in two primary ways: 1) through revisions to and enforcement of the City's zoning code; and 2) through continued implementation of existing and proposed redevelopment plans and specific plans.

Both the zoning ordinance and the zoning map should be revised within one year of final adoption of the General Plan. Implementation of various development plans will occur over the 15 to 20 year planning period covered by the General Plan.

GOAL 1.0 - ENCOURAGE DEVELOPMENT OF RETAIL COMMERCIAL CENTERS IN DISTINCT AREAS OF THE CITY.

A. Establish a Commercial/Manufacturing (CM) zone designation to correspond to the Commercial/Manufacturing land use designation.

Relevant
Policies: 1.1, 1.2, 1.3, 1.4, 4.7, 5.6
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: City-wide

B. Upon completion of the General Plan, rezone properties designated Commercial/Manufacturing on the Land Use Policy Map to Commercial/Manufacturing (CM).

Relevant
Policies: 1.1, 1.2, 1.3, 1.4, 1.5
Timing: Within one year
Agency: Community Development
Scope: City-wide

C. Continue to implement the Atlantic/Washington Revitalization Plan.

Relevant
Policies: 1.1, 1.2. 4.3, 4.7, 5.6
Timing: Ongoing
Agency: Community Development, Redevelopment Agency
Scope: Atlantic/Washington

D. Expand the boundaries of the Atlantic/Washington Redevelopment Project Area to include properties within Target Area 4, as shown on Figure LU-9 in the Land Use Element.

Relevant
Policies: 1.2, 2.4, 4.3, 4.7, 5.5
Timing: Ongoing
Agency: Redevelopment Agency
Scope: Washington Boulevard

E. Establish a redevelopment project area for Target Area 1, as shown on Figure LU-8 in the Land Use Element.

Relevant
Policies: 1.4, 4.3, 4.4, 4.7, 5.5, 5.6
Timing: Ongoing
Agency: Redevelopment Agency
Scope: West Commerce Planning Area

F. Assist developers with redevelopment of the Uniroyal Tire Plant site by shortening the development review process; providing Redevelopment Agency funds for infrastructure and other improvements; and by consolidating environmental review procedures.

Relevant
Policies: 1.3, 1.5, 4.2, 4.7, 5.1
Timing: Immediate and ongoing
Agency: Redevelopment Agency, Community Development
Scope: Town Center Planning Area

GOAL 2.0 - ENSURE LAND USE COMPATIBILITY WITHIN EACH OF THE CITY'S NINE PLANNING AREAS.

A. Rezone all properties in the City to conform to General Plan land use policy as described in the General Plan Land Use Element and on the Land Use Policy Map.

Relevant
Policies: 2.3, 2.7
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: City-wide

B. Continue to implement the Northwest Neighborhood Specific Plan.

Relevant
Policies: 2.1, 2.2, 2.3, 2.6
Timing: Ongoing
Agency: Redevelopment Agency, Community Development,
Scope: Northwest Planning Area

C. Continue to enforce zoning ordinance provisions for block wall buffers between industrial and residential uses, and commercial and residential uses.

Relevant
Policies: 2.2, 2.3, 2.5, 2.6, 5.4
Timing: Ongoing
Agency: Community Development
Scope: City-wide

D. Use Redevelopment funds to establish block wall and landscaping buffer zones in the following areas:

- Along the railroad right-of-way in Ferguson Planning Area;

- Along the railroad right-of-way in the Southeast Planning Area; and

- Between the railyard and residences in the Bandini-Rosini Planning Area.

Relevant
Policies: 2.2, 2.3, 2.6
Timing: Ongoing
Agency: Redevelopment Agency
Scope: City-wide

E. Work with CalTrans to provide noise attenuation barriers at the Washington Boulevard on-ramps and off-ramps at Interstate 710.

Relevant
Policies: 2.2, 2.6
Timing: Ongoing
Agency: Community Development, Public Works
Scope: Bandini-Rosini Planning Area

E. Prepare and implement a specific plan for the Ferguson Planning Area.

Relevant
Policies: 2.7
Timing: Ongoing
Agency: Community Development, Redevelopment Agency
Scope: Ferguson Planning Area

F. Continue to use Redevelopment Agency resources to purchase non-conforming properties and to redevelop the properties in accord with General Plan land use policy and the zoning code.

Relevant
Policies: 2.1, 2.7
Timing: Ongoing
Agency: Redevelopment Agency
Scope: City-wide

GOAL 3.0 - SUPPORT THE PRESERVATION OF THE EXISTING LOW DENSITY RESIDENTIAL NEIGHBORHOODS IN THE BANDINI-ROSINI AND ROSEWOOD PLANNING AREAS.

A. Rezone properties to conform to the residential density policies outlined in the General Plan Land Use Element.

Relevant
Policies: 3.3, 3.4, 3.5
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: Bandini-Rosini and Rosewood Planning Areas

B. Continue to enforce zoning code standards for second units ("granny flats") in the R-1 zone.

Relevant
Policies: 3.1, 3.2, 3.5
Timing: Ongoing
Agency: Community Development
Scope: City-wide

C. Employ one full-time code enforcement officer for residential property inspection.

Relevant
Policies: 3.2, 3.5, 4.8
Timing; Ongoing
Agency: Community Development
Scope: City-wide

GOAL 4.0 - ELIMINATE VISUAL BLIGHT THROUGHOUT THE CITY AND EMPHASIZE AESTHETIC IMPROVEMENTS IN ALL PLANNING AREAS.

A. Continue to enforce existing on-site and off-site sign ordinances.

Relevant
Policies: 4.1, 4.5, 4.6, 4.8
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Work with Caltrans and use Redevelopment Agency resources to increase the landscape coverage along freeway corridors, particularly along Interstate 5.

Relevant
Policies: 4.2, 4.3, 4.7
Timing: Ongoing
Agency: Community Development, Redevelopment Agency
Scope : City-wide

C. Establish a definitive street tree program which calls for street trees and boulevard landscaping along major rights-of-way and within industrial and commercial developments.

Relevant
Policies: 4.2, 4.3, 4.7
Timing: Ongoing
Agency: Community Development, Park and Recreation
Scope: City-wide

D. Establish a program to systematically place existing and proposed utility lines underground. Require all utilities to be placed underground in all new developments.

Relevant
Policies: 4.4
Timing: Ongoing
Agency: Community Development, Public Works
Scope: City-wide

E. Amend the zoning code to provide for a design overlay zone. Establish design overlay zones in appropriate sections of the City.

Relevant
Policies: 4.5, 4.6, 4.7
Timing: Following adoption of the General Plan
Agency: Community Development
Scope: City-wide

F. Prepare design overlay implementation plans for each section of the City subject to design overlay requirements.

Relevant
Policies: 4.5, 4.6, 4.7
Timing: Ongoing
Agency: Community Development
Scope: City-wide

G. Revise the zoning code to require new developments in the following zone districts to provide landscape improvements on at least five (5) percent of the site, not including parking lot area: the C-1, C-2, CM, M-1 and M-2 zones.

Relevant
Policies: 4.7
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: City-wide

H. Hire at least two (2) full-time code enforcement officers to assure that all industrial, commercial, and residential properties are maintained.

Relevant
Policies: 2.1, 3.2, 4.8
Timing: Ongoing
Agency: Community Development
Scope: City-wide

GOAL 5.0 - MAINTAIN A STRONG AND DIVERSIFIED INDUSTRIAL BASE TO CONTRIBUTE TO THE ECONOMIC WELL-BEING OF THE CITY AND THE SURROUNDING REGION.

A. Enforce industrial and commercial land use policy as outlined in the General Plan Land Use Element and in the zoning code.

Relevant
Policies: 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 5.1, 5.2, 5.3 5.5, 5.6
Timing: Ongoing
Agency: Community Development, Redevelopment Agency, City Manager
Scope: City-wide

B. Maintain the existing property location service to encourage and assist industries wishing to locate in Commerce.

Relevant
Policies: 5.1, 5.2, 5.5
Timing: Ongoing
Agency: Community Development, City Manager
Scope: City-wide

C. Continue to implement existing and proposed redevelopment and revitalization plans.

Relevant
Policies: 1.2, 1.3, 1.4, 1.5, 5.5, 5.6
Timing: Ongoing
Agency: Redevelopment Agency, Community Development
Scope: City-wide

D. Hire one full-time or part-time staff member responsible continued implementation of the Atlantic/ Washington Revitalization Project.

Relevant
Policies: 1.1, 1.2, 5.6
Timing: Ongoing
Agency: Redevelopment Agency
Scope: Atlantic/Washington Planning Area

1.3 Housing Element

Implementation measures related to the Housing Element goals and policies will rely increasingly on programs financed by the City's Redevelopment Agency. Federal Government programs and funding sources, such as Community Development Block Grants, will not be available to the extent they have been in the past. The City, therefore, will use redevelopment resources and a series of regulatory land use controls to implement housing goals and policies.

Housing Rehabilitation Programs - The City of Commerce has a wide range of programs designed to assist in the rehabilitation of substandard units. These programs, which primarily will be funded by the City, include the Handyman Program, Deferred Loan Program, Low Interest Loan Program, and the Rebate Program. The City of Commerce, through code enforcement, code compliance checks and the building resale inspection program will take an active role in assuming that the City's housing stock is maintained.

Housing Assistance - Rental assistance is to be provided to those households in need through Section 8 Housing Assistance, funded through the Los Angeles County Housing Authority.

New Housing - The Redevelopment Agency actively seeks developers to construct units for low and moderate income and elderly households. Redevelopment set-aside funds will continue to be a primary source for new housing financing.

Zoning Ordinance and Map - The zoning ordinance provides for the location, building densities, and development standards for residential development in the City.

Building and Safety Codes - The adopted Uniform Building Code for the City of Commerce and the Health and Safety Codes for the State and Los Angeles County are important in the enforcement of regulations and ordinances related to Housing Element policies concerning building safety.

The measures identified below, in conjunction with the specific programs identified in the Housing Element, will serve to implement the goals and policies of the Element.

GOAL 1.0 - PROVIDE A WIDE RANGE OF HOUSING BY LOCATION, TYPE AND PRICE TO MEET THE EXISTING AND FUTURE NEEDS OF THE CITY.

A. Rezone residential properties to reflect the allowable residential densities established by the General Plan Land Use Element and Land Use Policy Map.

Relevent Policies: 1.1, 1.2, 1.6
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: City-wide

B. Use Redevelopment Agency resources to acquire and consolidate residential lots for redevelopment and recyling to higher densities in the Southeast neighborhood.

Relevant Policies: 1.2, 1.7, 2.5, 6.4
Timing: Ongoing
Agency: Redevelopment Agency
Scope: Southeast and Ferguson Neighborhoods

C. Use Redevelopment Agency, SB 99 and Section 202 resources to provide at least 45 new units for qualifying elderly households within the next five years.

Relevant Policies: 1.3, 1.4, 6.4
Timing: Ongoing
Agency: Redevelopment Agency
Scope: City-wide

D. Use Redevelopment Agency Tax Increment Financing Set-Aside funds, State bonding programs and any available Federal financing programs to provide owner-occupied and rental units for low and moderate income households.

Relevant Policies: 1.4, 2.3, 4.2, 4.4, 6.3, 6.4
Timing: Ongoing
Agency: Redevelopment Agency, Housing Authority
Scope: City-wide

E. Revise the existing zoning ordinance to allow for density bonuses in residential developments with 25 percent low or moderate income units, or 10 percent low income units, in accord with State law.

Relevant
Policies: 1.3, 6.3
Timing: Ongoing
Agency: Community Development
Scope: City-wide

F. Allow all types of development for all income groups to be distributed throughout the City, consistent with General Plan land use policy and zoning regulations.

Relevant
Policies: 1.6, 1.8, 4.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

G. Continue to permit the construction of second units ("granny flats") on single-family lots consistent with existing zoning regulations and applicable State laws.

Relevant
Policies: 1.3, 1.4
Timing: Ongoing
Agency: Community Development
Scope: City-wide

H. Review all new multiple-family housing for handicap access as provided for by State law.

Relevant
Policies: 1.7, 4.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

I. Review existing development requirements and standards and modify those found to be unnecessary and excessive.

Relevant
Policies: 2.1, 4.1
Timing: Upon adoption of General Plan
Agency: Community Development
Scope: City-wide

GOAL 2.0 - ENCOURAGE THE MAINTENANCE OF THE EXISTING HOUSING STOCK

A. Use Redevelopment Agency resources and available CDBG funds to implement the existing Handyman, Low Interest Loan, Deferred Loan and Rebate programs.

Relevant
Policies: 2.1, 2.2, 2.3, 2.4, 4.2, 4.3, 4.4
Timing: Ongoing
Agency: Redevelopment Agency, Housing Authority
Scope: City-wide

B. Establish a "House-of-the-Month" program which recognizes and rewards property owners for exemplary property maintenance.

Relevant
Policies: 4.3, 4.4, 4.5
Timing: Ongoing
Agency: Housing
Scope: City-wide

C. Employ one full-time code enforcement responsible for residential property inspection.

Relevant
Policies: 2.1, 2.2, 4.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

D. Require that property owners maintain their property and any structures according to the requirements outlined in Los Angeles County's adopted building code.

Relevant Policies: 2.1, 2.2, 2.4, 2.5, 4.2, 4.3
Timing: Ongoing
Agency: Community Development
Scope: City-wide

E. Notify known code violators of the housing rehabilitation programs available to assist in making mandatory repairs, and promote the programs to all others in the City.

Relevant Policies: 2.4, 4.4
Timing: Ongoing
Agency: Community Development
Scope: City-wide

F. Require property owners to correct any code or ordinance violation before occupancy permit can be issued or reissued.

Relevant Policies: 2.1, 2.3, 2.4
Timing: Ongoing
Agency: Community Development, Los Angeles County Building and Safety
Scope: City-wide

F. Prepare a specific plan for the Ferguson neighborhood.

Relevant Policies: 1.2, 2.1, 2.3, 2.5, 3.1, 4.3, 5.2
Timing: Immediate to Ongoing
Agency: Community Development, Redevelopment Agency
Scope: Ferguson Planning Area

H. Use Redevelopment Agency funds and programs to continue redevelopment and revitalization efforts in targeted neighborhoods.

Relevant
Policies: 2.1, 2.4, 2.5, 4.4, 6.4
Timing: Ongoing
Agency: Redevelopment Agency
Scope: City-wide

GOAL 3.0 - PRESERVE THE EXISTING SINGLE-FAMILY CHARACTER OF LOW DENSITY RESIDENTIAL NEIGHBORHOODS IN THE BANDINI-ROSINI AND ROSEWOOD PLANNING AREAS.

A. Rezone properties in affected planning areas to reflect the Low Density Residential and Medium Density Residential land use designations.

Relevant
Policies: 1.1, 1.6, 3.1
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: Bandini-Rosini and Rosewood Planning Areas

B. Provide an appropriate transition of density and scale between low density and high density residential developments.

Relevant
Policies: 3.1, 3.2, 3.3
Timing: Ongoing
Agency: Community Development
Scope: City-wide

GOAL 4.0 - ENCOURAGE QUALITY CONSTRUCTION IN NEW RESIDENTIAL DEVELOPMENT AND REQUIRE ALL PROPERTIES TO BE MAINTAINED TO THE GREATEST EXTENT POSSIBLE.

A. Establish design guidelines for multiple-family developments. The guidelines will contain provisions for open space, landscaping and quality architectural design.

Relevant
Policies: 3.2, 4.1
Timing: Immediately upon adoption of the General Plan in conjunction with the Zoning Code update
Agency: Community Development
Scope: City-wide

B. Provide design guidelines for manufactured housing to ensure such units are compatible with units of conventional construction.

Relevant
Policies: 4.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

GOAL 5.0 - PROTECT RESIDENTIAL PROPERTIES FROM THE HAZARDS AND HEALTH RISKS ASSOCITAED WITH INDUSTRIAL DEVELOPMENT.

A. Establish an environmental review process which thoroughly addresses land use compatibility and related health concerns for all new development.

Relevant
Policies: 2.4, 2.5, 5.1, 5.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Work with the railroads to provide noise attenuation barriers along railroad rights-of-way in the Ferguson, Bandini-Rosini and Southeast neighborhoods.

Relevant
Policies: 5.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

GOAL 6.0 - SUPPORT FEDERAL AND STATE LAWS WHICH PROHIBIT DISCRIMINATION IN HOUSING ON THE BASIS OF AGE, SEX OR RACE.

A. Cooperate with the Los Angeles County Fair Housing Council to enforce fair housing laws.

Relevant
Policies: 6.1, 6.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Provide information and referral services to regional agencies which counsel people on fair housing and landlord-tenant issues.

Relevant
Policies: 6.1, 6.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

1.4 Circulation Element

The Circulation Element contains some very specific goals and policies which describe circulation improvements needed to relieve congestion City-wide. The improvements will be defined further in capital improvement plans prepared by the City's Department of Public Works. These plans will serve as the primary implementation tool for the Circulation Element.

GOAL 1.0 - PROVIDE A PLAN FOR A COORDINATED STREET CIRCULATION SYSTEM FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS.

A. Prepare five year capital improvement plans which outline the costs and the anticipated timing required to complete necessary circulation improvements.

Relevant
Policies: 1.1, 1.2, 1.5, 1.10, 1.11, 1.12, 1.13, 1.14, 1.15
Timing: Ongoing
Agency: Public Works
Scope: City-wide

B. Adopt a standard for local roadways serving industrial developments.

Relevant
Policies: 1.3
Timing: Ongoing
Agency: Public Works
Scope: Industrial areas

C. Form assessment districts or charge development fees to acquire funds for proposed street widening projects or new street programs.

Relevant
Policies: 1.6, 1.7
Timing: Ongoing
Agency: Public Works
Scope: City-wide

D. Establish a roadway and traffic safety inspection program which assesses on a scheduled basis the following: the ongoing enforcement of speed limits and other traffic laws; the visibility of traffic signs; traffic signal timing along major arterials and secondary and collector streets; and the need to restrict onstreet parking during peak traffic periods.

Relevant
Policies: 1.5, 1.16, 2.1
Timing: Ongoing
Agency: Public Works
Scope: City-wide

E. Work with Caltrans and other relevant agencies to combine City, State and private funds necessary for reconstruction of the Interstate 5/Atlantic Boulevard interchange. Consider establishing City-wide development fees for partial financing of the project.

Relevant
Policies: 1.7, 1.8
Timing: Ongoing
Agency: Public Works, Redevelopment Agency, Community Development
Scope: Local and City-wide

F. Initiate discussions with Caltrans regarding the placement of a freeway interchange at the Slauson Avenue/Interstate 710 crossing.

Relevant
Policies: 1.9
Timing: Ongoing
Agency: Public Works
Scope: Local

GOAL 2.0 - ENSURE THE PROVISION OF ADEQUATE OFFSTREET PARKING AND LOADING FACILITIES FOR EACH BUSINESS, AND ADEQUATE OFFSTREET PARKING FOR ALL RESIDENCES.

A. Require all new developments to provide onsite parking in compliance with exisiting zoning regulations. All residential units must provide a minimum of two covered parking spaces per dwelling unit.

Relevant
Policies: 2.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Examine existing parking regulations for industrial and commercial uses to see if the regulations adequately address parking needs.

Relevant
Policies: 2.2
Timing: Immediate
Agency: Community Development
Scope: City-wide

C. Establish development standards for commercial and industrial zones which require new developments to provide loading areas in locations which do not interfere with through traffic or onsite parking movements.

Relevant
Policies: 2.1, 3.1
Timing: Immediate
Agency: Community Development
Scope: City-wide

D. Develop either a street cleaning program or an overnight parking ordinance designed to reduce the level of offsite parking in residential neighborhoods.

Relevant
Policies: 2.4, 2.5, 2.6
Timing: Within five years
Agency: Community Development, Community Services
Scope: City-wide

GOAL 3.0 - SEPARATE TRAFFIC ASSOCIATED WITH COMMERCIAL AND INDUSTRIAL USES FROM RESIDENTIAL NEIGHBORHOODS.

A. Establish recognized truck routes for all areas of the City.

Relevant
Policies: 3.1, 3.3
Timing: Immediate
Agency: Community Development, Public Works
Scope: City-wide

B. Post signs on residential streets prohibiting heavy duty, multi-axle trucks from using those streets.

Relevant
Policies: 3.1, 3.2
Timing: Ongoing
Agency: Public Works
Scope: City-wide

C. Prepare a circulation plan for the Northwest Planning Area which establishes truck routes and provides for any necessary truck barriers on residential streets.

Relevant
Policies: 3.2, 3.3
Timing: Ongoing
Agency: Public Works, Community Development
Scope: Northwest Planning Area

GOAL 4.0 - ENCOURAGE THE USE OF ALTERNATE TRANSPORTATION MODES THROUGH ALL MEANS AVAILABLE TO PROMOTE SUCH USE.

A. Continue to operate a City owned municipal bus service which services the needs of the local resident and business populations.

Relevant
Policies: 4.1, 4.2, 4.3
Timing: Ongoing
Agency: Transportation
Scope: City-wide

B. Review the municipal bus system and schedule on a regular basis to ensure the local system provides convenient access to RTD routes and other regional transportation systems.

Relevant
Policies: 4.2
Timing: Ongoing
Agency: Transportation
Scope: City-wide

C. Where appropriate, require new residential, commercial and industrial developments to provide bus turn-outs and bus shelters.

Relevant
Policies: 4.2, 4.4
Timing: Ongoing
Agency: Community Development, Public Works
Scope: City-wide

D. Provide RTD brochure racks at City Hall and at community centers.

Relevant
Policies: 4.4, 4.5
Timing: Ongoing
Agency: Transportation
Scope: City-wide

E. Consider adoption of a transportation systems management ordinance which would require new, major employers to prepare transportation systems management plans. The plans should incorporate strategies to reduce the number of vehicle trips generated by a particular project.

Relevant
Policies: 4.6
Timing: Immediate to ongoing
Agency: Community Development
Scope: City-wide

1.5 Public Safety Element

The City's Public Safety Division will bear primary responsibility for implementing the goals and policies outlined in the General Plan Public Safety Element. Efforts will be directed toward public education and preparation of emergency response plans.

GOAL 1.0 - WORK WITH FEDERAL, STATE AND COUNTY AGENCIES TO PROTECT ALL CITY RESIDENTS AND WORKERS FROM HAZARDOUS MATERIALS AND THE HAZARDS ASSOCIATED WITH THE TRANSPORTATION OF THESE MATERIALS.

A. Maintain a City liaison office who will work with the Los Angeles County Fire Department to moniter the producers, users and storers of hazardous materials.

Relevant Policies: 1.1, 1.2, 1.3, 2.1
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

B. Maintain a listing and a map which identify industries posing hazards to workers and City residents.

Relevant Policies: 1.2, 1.3, 1.4
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

C. Require the producers, users and storers of hazardous materials to clearly identify the materials on signs posted on the exterior of buildings or storage facilities containing such materials.

Relevant Policies: 1.1, 1.2, 2.1
Timing: Ongoing
Agency: County Fire Department
Scope: City-wide

D. Identify routes for the transportation of hazardous materials through the City.

Relevant
Policies: 1.2, 1.3, 1.5
Timing: Immediate
Agency: County Fire Department, Public Safety
Scope: City-wide

E. Prohibit new businesses that are producers or users of hazardous materials from locating in or adjacent to residential neighborhoods.

Relevant
Policies: 1.3,1.4
Timing: Immediate and ongoing
Agency: Community Development, County Fire Department
Scope: City-wide

GOAL 2.0 - WORK TO MINIMIZE THE HAZARDS TO PUBLIC HEALTH, SAFETY AND WELFARE, AND PREVENT LOSS OF LIFE, BODILY INJURY AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE PHENOMENA.

A. Continue to sponsor earthquake safety public education programs in both Spanish and English.

Relevant
Policies: 2.2, 2.5
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

B. Update the existing emergency preparedness plan. Ensure that the plan is comprehensive and easily understood.

Relevant
Policies: 2.1, 2.3, 2.4
Timing: Immediate and ongoing
Agency: Public Safety
Scope: City-wide

C. Require City officials and others responsible for implementing the City's emergency plan to receive periodic training in emergency response procedures.

Relevant
Policies: 2.3, 2.7
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

D. Continue to participate in meetings and activities sponsored by the local Emergency Council.

Relevant
Policies: 2.2, 2.4
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

E. Prepare a mini-emergency preparedness plan which may be distributed to all households and businesses in the community. The plan should delineate evacuation routes, emergency shelters, proper emergency response procedures and other items as necessary.

Relevent
Policies: 2.2, 2.5
Timing: Within one year
Agency: Public Safety
Scope: City-wide

F. Maintain an Emergency Operations Center at City Hall, and ensure that the Center is stocked with necessary supplies and equipment.

Relevant
Policies: 2.3, 2.4
Timing: Ongoing
Agency: Public Safety
Scope: City-wide

G. Inspect critical public facilities and emergency shelters for structural integrity, and require correction as necessary.

Relevant
Policies: 2.6
Timing: Ongoing
Agency: County Building and Safety
Scope: City-wide

GOAL 3.0 - SUPPORT THE EFFORTS OF THE LOS ANGELES COUNTY FIRE DEPARTMENT IN THE PREVENTION AND SUPPRESSION OF FIRES.

A. Work with California Water to ensure that water distribution and supply facilities have adequate capacity to meet the water supply needs of the community and required fire flows.

Relevant
Policies: 3.1, 3.2, 3.4, 3.6
Timing: Ongoing
Agency: Public Works
Scope: City-wide

B. Ensure that all street signs are clearly marked and visible to emergency personnel.

Relevant
Policies: 3.3
Timing: Immediate and ongoing
Agency: Public Works
Scope: City-wide

C. Involve the County Fire Department in the development review process.

Relevant
Policies: 3.4, 3.5
Timing: Ongoing
Agency: Community Development, County Building and Safety
Scope: City-wide

GOAL 4.0 - COOPERATE WITH COUNTY AND STATE EFFORTS TO MONITER THE CITY'S WATER AND SEWER SYSTEMS.

A. Provide County agencies ready access to the street and sewer systems for sewer system maintenance and repair.

Relevant
Policies: 4.1
Timing: Ongoing
Agency: Public Works
Scope: City-wide

B. Require the City water purveyor to provide the City with periodic reports on water quality.

Relevant
Policies: 4.2
Timing: Ongoing
Agency: Public Works
Scope: City-wide

GOAL 5.0 - ENSURE THAT LAW ENFORCEMENT SERVICES MEET THE PUBLIC SAFETY NEEDS OF THE COMMUNITY.

A. Continue to support the neighborhood watch programs in the residentials neighborhoods.

Relevant
Policies: 5.1, 5.3
Timing: Ongoing
Agency: Public Safety, Los Angeles County Sheriff
Scope: City-wide

B. Contract with the Los Angeles County Sheriff's Department for use of the Gang Suppression Unit in the City.

Relevant
Policies: 5.1
Timing: Ongoing
Agency: Public Safety, Los Angeles County Sheriff
Scope: City-wide

C. Develop defensible space design guidelines for new and exisiting residential, commercial and industrial developments.

Relevant
Policies: 5.2, 5.3
Timing: Immediate
Agency: Community Development, Los Angeles County Sheriff
Scope: City-Wide

1.6 Resource Management Element

The Resource Management Element focuses on providing City residents with superior park facilities and recreation programs. The Element also emphasizes preservation of natural and cultural resources.

GOAL 1.0 - AID IN THE CONSERVATION AND PROTECTION OF THE AIR, WATER, ENERGY AND LAND IN THE SOUTHERN CALIFORNIA REGION.

A. Continue to cooperate with the South Coast Air Quality Management District in informing local industries of applicable air quality rules and regulatons. Maintain available SCAQMD pamphlets in the Planning Department.

Relevant
Policies: 1.1, 1.4, 1.7
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Investigate the need for a Transportation Systems Management Plan which would require major employers to implement vehicle trip reduction strategies.

Relevant
Policies: 1.7
Timing: Ongoing
Agency: Community Development, Public Works
Scope: City-wide

C. Cooperate with California Water in its efforts to encourage water conservation.

Relevant
Policies: 1.2, 1.5
Timing: Ongoing
Agency: Public Works
Scope: City-wide

D. Develop a plant list and irrigation plan guidelines to be supplied to developers. The plant list should emphasize the use of drought tolerant species in all landscape plans.

Relevant
Policies: 1.2, 1.3, 1.5
Timing: Immediate
Agency: Community Development, Parks & Recreation
Scope: City-wide

E. Rely on the Los Angeles Department of Building and Safety to enforce State energy conservation requirements for all new construction.

Relevant
Policies: 1.4
Timing: Ongoing
Agency: Community Development
Scope: City-wide

F. Encourage active and passive solar design features to be incorporated into all new residential projects sponsored by the Redevelopment Agency.

Relevant
Policies: 1.4, 1.7
Timing: Ongoing
Agency: Redevelopment Agency, Community Development
Scope: City-wide

GOAL 2.0 - ENCOURAGE THE PRESERVATION OF EXISTING PLANT RESOURCES IN THE CITY.

A. Establish a definitive street tree program which calls for landscaping along major rights-of-way and within new commercial and industrial developments.

Relevant
Policies: 2.2, 2.3, 2.4
Timing: Immediate
Agency: Parks and Recreation, Community Development
Scope; City-wide

B. Continue to use the Handyman Program to assist elderly households with yard maintenance.

Relevant
Policies: 2.1
Timing: Ongoing
Agency: Housing Authority
Scope: City-wide

C. Allocate sufficient funds from the Parks and Recreation budget for public right-of-way and park landscape maintenance.

Relevant
Policies: 2.3
Timing: Ongoing
Agency: Parks and Recreation
Scope: City-wide

D. Revise the zoning code to require new developments in the following zone districts to provide landscape improvements on at least five (5) percent of the site, not including parking lot area: the C-1, C-2, CM, M-1 and M-2 zones.

Relevant
Policies: 2.4
Timing: Immediately upon adoption of the General Plan
Agency: Community Development
Scope: City-wide

GOAL 3.0 - MAINTAIN THE EXISTING PARK AND RECREATIONAL FACILITIES TO THE EXTENT THAT THEY CAN CONTINUE TO PROVIDE RESIDENTS WITH THE BEST POSSIBLE RECREATIONAL OPPORTUNITIES.

A. Prepare five year park improvement plans which outline the timing and anticipated costs of performing the park improvements outlined in the General Plan Resource Management Element.

Relevant
Policies: 3.1, 3.9, 3.11
Timing: Ongoing
Agency: Parks and Recreation
Scope: City-wide

B. Within the next ten years, program the following Camp Commerce improvements into the annual Parks and Recreation Department budget:

- Construct a multi-purpose court;
- Purchase a fishing boat;
- Construct a weight/exercise room;
- Provide a game room;
- Replace all heaters;
- Replace all windows;
- Install a fire alarm system;
- Reconstruct the driveway; and
- Provide and entrance gate.

Relevant
Policies: 3.8, 3.11
Timing: Next ten years
Agency: Parks and Recreation
Scope: Camp Commerce

C. Purchase land adjacent to Veterans' Park for the purpose of constructing a soccer field.

Relevant
Policies: 3.2, 3.9
Timing: Within five years
Agency: Parks and Recreation
Scope: Veterans' Park

D. Construct picnic shelters at Pacific Mimi-Park.

Relevant
Policies: 3.5
Timing: Within five years
Agency: Parks and Recreation
Scope: Southeast Planning Area

E. Enlarge the parking area at the Dean Mericle Senior Center, and add staff to meet program needs.

Relevant
Policies: 3.1, 3.4, 3.9
Timing: Within five years
Agency: Parks and Recreation
Scope: Bandini-Rosini Planning Area

F. Investigate the feasibility of using a combination of public and private funds to construct a competition quality swimming facility at Bristow Park.

Relevant
Policies: 3.6, 3.9
Timing: Within ten years
Agency: Parks and Recreation
Scope: Northwest Planning Area

G. Use the resources of local artists to provide exterior building artwork at park facilities.

Relevant
Policies: 3.1, 3.7
Timing: Ongoing
Agency: Parks and Recreation
Scope: City-wide

H. On a yearly basis, use questionnaires or other means to assess the recreation program needs of city residents.

Relevant
Policies: 3.9, 3.10
Timing: Ongoing
Agency: Parks and Recreation
Scope: City-wide

GOAL 4.0 - MAINTAIN AND EXPAND THE EXISTING LIBRARY FACILITIES TO THE EXTENT THAT THEY CONTINUE TO PROVIDE RESIDENTS THE BEST POSSIBLE LIBRARY SERVICES.

A. Coordinate efforts with local industries to expand the existing special Industry collection.

Relevant
Policies: 4.1
Timing: Ongoing
Agency: Library Services
Scope: Main library

B. Locate a site for construction of a new City cultural center to house a new main library branch, an art center, and other public facilities.

Relevant
Policies: 4.2, 4.3
Timing: Within ten years
Agency: Library Services, Community Development
Scope: City-wide

GOAL 5.0 - ESTABLISH FORMAL RECOGNITION OF THE CITY'S CULTURAL AND HISTORICAL RESOURCES.

A. Establish criteria for determining whether a site or structure is of local or regional historical significance.

Relevant
Policies: 5.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

B. Prepare and maintain an inventory of the City's known sites of local and regional historical significance.

Relevant
Policies: 5.1
Timing: Ongoing
Agency: Community Development
Scope: City-wide

1.7 Noise Element

Reducing the level of noise in Commerce is a difficult task. Land uses and land use patterns are well established, and the nature of uses are expected to continue. Therefore, noise goals and policies are best implemented by enforcing existing noise regulations and, wherever possible, by shielding sensitive land uses from potentially harmful noise.

GOAL 1.0 - ENSURE THAT RESIDENTS ARE PROTECTED FROM HARMFUL NOISE SOURCES TO THE GREATEST EXTENT POSSIBLE.

A. Use City-owned sound meters to measure point source noise.

Relevant Policies: 1.1, 4.1, 4.2
Timing: Ongoing
Agency: Community Development, Los Angeles County Sheriff
Scope: City-wide

B. Continue to enforce the existing noise ordinance, especially in residential areas.

Relevant Policies: 1.1, 4.1, 4.2
Timing: Ongoing
Agency: Community Development, Los Angeles County Sheriff
Scope: City-wide

C. Review the noise ordinance to ensure that provisions and regulations adequately address noise control and sufficiently protect noise sensitive land uses from excessive noise.

Relevant Policies: 1.2, 3.1, 4.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

GOAL 2.0 - PROVIDE FOR MEASURES TO REDUCE NOISE IMPACTS FROM TRANSPORTATION NOISE SOURCES.

A. Use a combination of City resources and CalTrans funds to provide sound walls along the Washington Boulevard on-ramps and off-ramps at Interstate 710.

Relevant Policies: 2.1
Timing: Ongoing
Agency: Community Development, Public Works
Scope: Bandini-Rosini Planning Area

B. Discuss with Caltrans the feasibility of erecting sound barriers along Interstate 710 in the Northwest Planning Area.

Relevant Policies: 1.2, 2.1
Timing: Ongoing
Agency: Community Development, Public Works
Scope: Northwest Planning Area

C. Establish official truck routes through the City which avoid residential neighborhoods and other sensitive land uses.

Relevant Policies: 3.1
Timing: Ongoing
Agency: Community Development, Public Works
Scope: City-wide

D. Discourage commercial and industrial traffic from using rear alleyways to access properties located on the north side of Washington Boulevard.

Relevant Policies: 1.2
Timing: Ongoing
Agency: Public Works, Community Development
Scope: Bandini-Rosini and Rosewood Planning Areas

E. Use City resources and any other available funding sources to finance the construction of appropriate sound barriers in the following locations:

- Between the Union Pacific Railroad and residential units in the Ferguson Planning Area;

- Between the Union Pacific Railroad yard and residential units in the Bandini-Rosini Planning Area; and

- Between the Southern Pacific Railroad and residential units in the Southeast Planning Area.

Relevant Policies: 2.1, 2.2
Timing: Ongoing
Agency: Community Development, Redevelopment Agency
Scope: City-wide

F. Work with the FAA to prohibit helicopter flight paths over existing and planned residential land uses in the City.

Relevant Policies: 2.5
Timing: Ongoing
Agency: Community Development, Federal Aviation Administration
Scope: City-wide

G. Ensure that City buses conform to Federal and State noise standards.

Relevant Policies: 1.1, 4.2
Timing: Ongoing
Agency: Transportation
Scope: City-wide

GOAL 3.0 - INCORPORATE NOISE CONSIDERATIONS INTO LAND USE PLANNING DECISIONS.

A. Prepare a specific plan for the Ferguson Planning Area which recognizes the need to incorporate noise reduction strategies into new residential site design.

Relevant
Policies: 1.2, 2.1, 3.2
Timing: Within ten years
Agency: Community Development, Redevelopment Agency
Scope: Ferguson Planning Area

B. Establish an environmental review procedure which assesses potential noise impacts of industrial and commercial uses on residential units.

Relevant
Policies: 1.1, 1.2, 3.1, 3.2, 3.3, 4.2
Timing: Ongoing
Agency: Community Development
Scope: City-wide

C. Enforce existing zoning regulations which call for sound barriers to be constructed between residential and non-residential land uses.

Relevant
Policies: 3.1, 3.2, 3.3
Timing: Ongoing
Agency: Community Development
Scope: City-wide

D. Enforce State building regulations regarding sound insulation for all new construction.

Relevant
Policies: 1.2, 3.2, 4.2
Timing: Ongoing
Agency: Los Angeles County Building and Safety
Scope: City-wide

GOAL 4.0 - DEVELOP MEASURES TO CONTROL NON-TRANSPORTATION NOISE IMPACTS.

A. Continue to use the the Los Angeles County Sheriff and Code enforcement offices to respond to noise complaints.

Relevant
Policies: 4.1
Timing: Ongoing
Agency: Los Angeles County Sheriff, Community Development
Scope: City-wide

B. Enable code enforcement officers to respond to noise complaints and to take appropriate action to ensure code compliance.

Relevant Policies:	1.1, 4.2
Timing:	Ongoing
Agency:	Community Development
Scope:	City-wide

2.0 Implementation Matrix

The matrix on the following pages illustrates the internal consistency of the General Plan. The matrix indicates that implementation measures described in one element may serve to achieve goals contained in the other five elements. For example, Goal 2.0 in the Land Use Element calls for the City to ensure land use compatibiltiy within each of the City's nine planning areas. The Implementation Plan for the Land Use Element proposes nine programs or policies to this end (1-D, 2-A to 2-F, 4-H, 5-A). However, the Housing Element Implementation Plan also contains applicable implementation programs (1-A, 2-F, 2-H, 3-A, 3-B, 4-A, 5-A, 5-B), as do the Circulation, Public Safety and Noise Elements.

The left-hand column in the matrix lists the goals and policies contained in the six General Plan elements. Applicable implementation programs are summarized by element under element column headings. The following abbreviations are used:

- LU = Land Use;
- H = Housing;
- C = Circulation;
- PS = Public Safety;
- RM = Resource Management; and
- N = Noise.

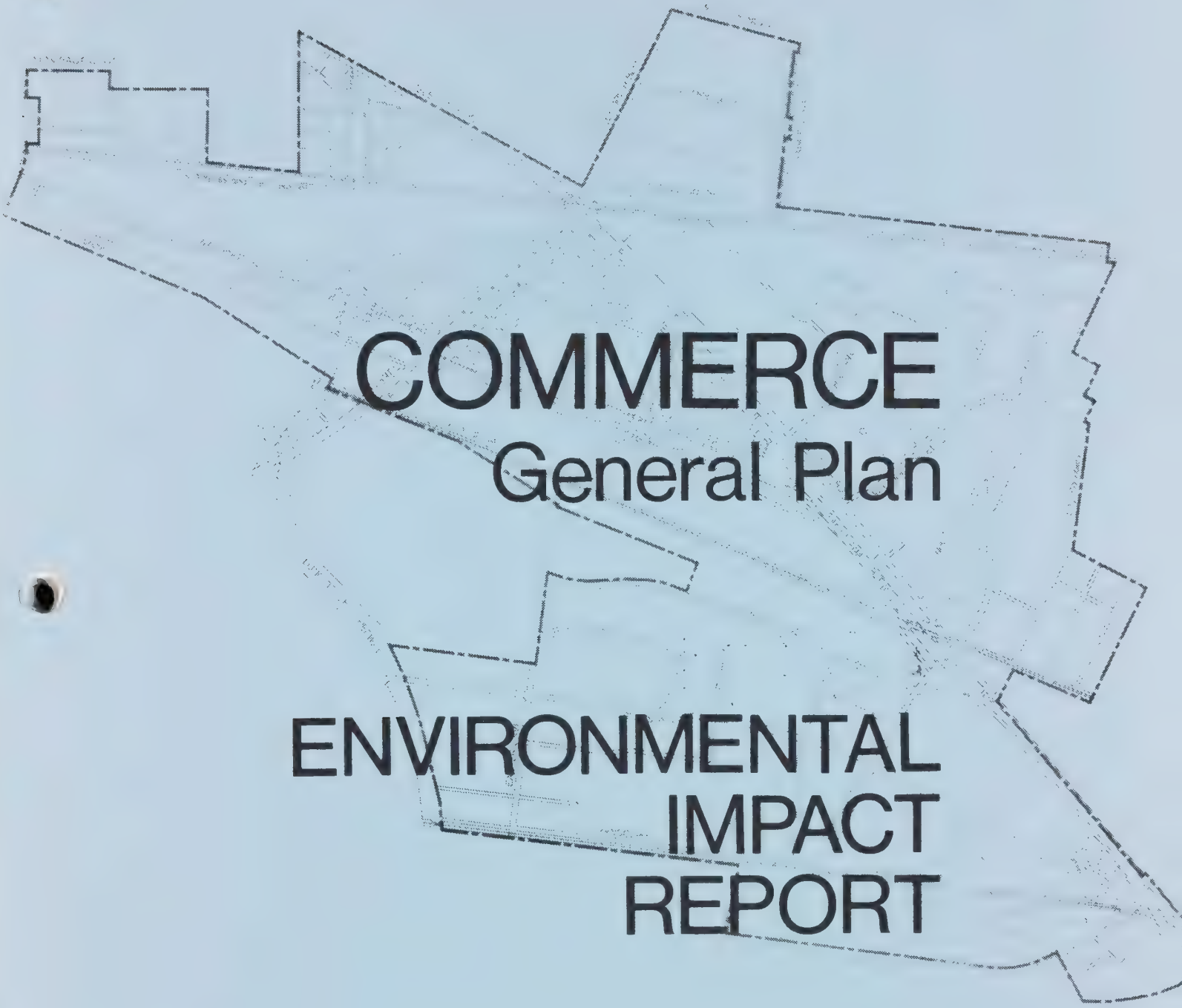
ELEMENT GOALS	ELEMENT LU	H	C	PS	RM	N
HOUSING						
Goal 1.0	2-A, 2-B 3-B	1-A to 1-J 2-F 3-1	2-A			
Goal 2.0	2-B, 2-E 3-C 4-H	1-B, 1-D 1-I, 1-J 2-A to 2-H 5-A				
Goal 3.0	2-A 3-A to 3-C	2-F 3-A, 3-B 4-A	2-A			
Goal 4.0	2-B, 2-F 3-C 4-H	1-D, 1-F, 1-H, 1-I, 1-J 2-A to 2-E, 2-G, 2-H 4-A, 4-B				
Goal 5.0	2-A to 2-C	5-A, 5-B	1-D 3-B, 3-C			
Goal 6.0		1-B to 1-E, 1-J 2-H 6-A, 6-B				

ELEMENT GOALS	ELEMENT LU	H	C	PS	RM	N
LAND USE						
Goal 1.0	1-A to 1-F 5-A, 5-C, 5-D					
Goal 2.0	1-D 2-A to 2-F 4-H 5-A	1-A 2-F, 2-H 3-A, 3-B 4-B 5-A, 5-B	3-A to 3-C	1-E		1-C 2-A to 2-E 3-A to 3-C
Goal 3.0	3-A to 3-C 4-H	1-A 2-C 3-A, 3-B				
Goal 4.0	1-A, 1-C, 1-D, 1-E, 1-F 3-C 4-A to 4-H	1-B 2-A to 2-H 4-A	2-A, 2-D		2-A, 2-B, 2-C	
Goal 5.0	1-A, 1-C 1-D, 1-E, 1-F 2-C 5-A to 5-D					

Abbreviations: LU = Land Use; H = Housing; C = Circulation; PS = Public Safety; RM = Resource Management; and N = Noise.

General Plan COMMERCE

Table I-1
General Plan Implementation Measures
Housing & Land Use



COMMERCE
General Plan

ENVIRONMENTAL IMPACT REPORT

General Plan
COMMERCE

FINAL ENVIRONMENTAL IMPACT REPORT
CITY OF COMMERCE GENERAL PLAN UPDATE

State Clearinghouse No. 87031115

Certified by the City Council on
September 8, 1987

City of Commerce
2535 Commerce Way
Commerce, California 90040

FINAL ENVIRONMENTAL IMPACT REPORT
CITY OF COMMERCE GENERAL PLAN UPDATE
STATE CLEARINGHOUSE NO. 87031115
ADOPTED SEPTEMBER 8, 1987

This FEIR has been prepared in conformance with the requirements of Section 15132 of the California Environmental Quality Act (CEQA) Guidelines. The FEIR consists of the following:

a) The Draft EIR (DEIR);

b) A description of the changes made to the DEIR text, tables and figures;

c) Comments and recommendations received on the DEIR;

d) A list of persons, organizations and public agencies commenting on the DEIR; and

e) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

As required by Section 15087 of the CEQA Guidelines, the DEIR was circulated for public review. A total of one agency and one city commented on the DEIR. A list of those agencies commenting and copies of the comment letters are contained in Appendix D of this document. Appendix D also contains the Lead Agency's responses to all comments and recommendations.

On August 3 and September 8, 1987 the Commerce City Council held public hearings to solicit comments on the DEIR and the Draft General Plan. During the hearing, no comments relating to the DEIR were made. However, the Council made changes to the Land Use Element of the General Plan which would alter the analysis presented in the DEIR. The following land use changes were made:

Planning Area	Acreage	From	To
Southeast	14.67	Public/Quasi-Public	Industrial
Atlantic Washington	2.07	Commercial/Manufacturing	High Density Residential
Ferguson	4.95	High Density Residential	Industrial

The effects of these changes on the analysis presented in the Draft EIR are described on the following pages.

Page EIR-13, Table EIR-3:

The General Plan land use designation acreage distribution are:

General Plan	Area (in Acres)
Low Density Residential	136
Medium Density Residential	82
High Density Residential	96
Commercial	80
Commercial/Manufacturing	325
Industrial	2,562
Public/Quasi-Public	200
Parkland	28

Pages EIR-19 and EIR-20

The figures in Tables EIR-4 and EIR-5 have been recalculated to reflect the revised land use figures. These tables follow. Revised Table EIR-4 indicates that air quality impacts will be greater than anticipated in the Draft EIR. Air quality impacts will continue to be significant. The Lead Agency has adopted a Statement of Overriding considerations.

Page EIR-25

Revised Table EIR-7 indicates the land use distribution for the adopted General Plan. The numbers reflect a refinement of the calculations originally presented in the Draft EIR as well as the land use distribution changes adopted by the City Council. Significant changes in land use policy are not proposed. Adopted land use policy will not significantly alter the existing land use pattern in the City.

Page EIR-30

Due to changes in residential land use policy, population projections have changed. Table EIR-8 may be revised to reflect a total build-out population of 15,040, or two percent less than that indicated in the Draft EIR. The impact on population is neither adverse nor significant.

Pages EIR-31 and EIR-32

Revised Table EIR-7 shows that adopted land use policy will allow for 4,386 dwelling units at build-out, assuming an effective capacity of 80 percent. Although this represents one percent fewer units than predicted in the Draft EIR, land use policy will still enable the City to meet its regional housing goals. Effects are neither adverse nor significant.

Page EIR-39

Revised Tables EIR-12 through EIR-15 indicate utility system demands based on adopted land use policy. In all cases, the estimated impacts on these systems will be less than projected in the Draft EIR.

REVISED TABLE EIR-4
PROJECTED AIR QUALITY IMPACTS

Emission Source	Daily Usage	Units	Emissions (lbs/day) CO	HC	NOx	SOx	Part.
EXISTING USE							
Gas Consumption	52,030	kcf	1,041	416	608	0	8
Electric Power	7,065	mwh	1,484	918	14,837	9,891	1,272
Mobile Source	5,188,000	miles	111,302	11,199	16,455	2,628	3,542
Total Existing Use			113,826	12,533	31,900	12,519	4,822
EXISTING ZONING							
Gas Consumption(1)	66,280	kcf	1,326	530	608	0	10
Electric Power(1)	7,760	mwh	1,630	1,009	16,296	10,864	1,397
Mobile Source(2)	6,184,000	miles	132,670	13,349	19,614	3,133	4,223
Total Existing Zoning			135,625	14,888	36,519	13,997	5,629
GENERAL PLAN							
Gas Consumption	57,850	kcf	1,157	463	675	0	9
Electric Power	7,700	mwh	1,617	1,001	16,170	10,780	1,386
Mobile Source	5,854,358	miles	125,598	12,637	18,569	2,966	3,997
Total General Plan			128,372	14,101	35,414	13,746	5,392

Abbreviations: kcf = thousand cubic feet; mwh = megawatt hours

Source of generation factors: "Air Quality Handbook for Environmental Impact Reports," South Coast Air Quality Management District, December 1983

(1) Gas and electricity consumption figures are calculated in Section 3.2.20.
(2) Total vehicle miles are calculated as shown on the following table.

REVISED TABLE EIR-5
PROJECTED VEHICLE MILES

Land Use	Generation Factor	Dwelling Units, Acres: Existing Use	Existing Zoning	General Plan	Trips per Day: Existing Use	Existing Zoning	General Plan
	trips/day/du						
RESIDENTIAL							
Low Density	11	*	2,651	1,192	*	29,161	13,112
Medium Density	7.5	*	237	1,110	*	1,778	8,325
High Density	7.5	*	476	1,059	*	3,570	7,943
TOTAL RESIDENTIAL		3,254	3,364	3,361	29,286	34,509	29,380
	trips/day/ac.						
NON-RESIDENTIAL							
Commercial	400	139	56	80	55,600	22,520	32,000
Comm./Manu.	160	0	0	325	0	0	52,000
Industrial	80	2,676	3,452	2,562	214,080	276,158	204,960
Pub./QP	50	106	178	200	5,300	8,924	10,000
Open Space	8	90	18	28	720	148	227
TOTAL NON-RESIDENTIAL					275,700	307,749	299,187
TOTAL ALL TRIPS					304,986	342,258	328,567
TOTAL VEHICLE MILES					580,686	650,007	629,684

*Information not available in terms of individual units.

REVISED TABLE EIR-7
LAND USE COMPARISON

Land Use	Target Density	Acres: Existing Use	Acres: Existing Zoning	Acres: General Plan	Dwelling Units, Floor Area: Existing Use	Dwelling Units, Floor Area: Existing Zoning	Dwelling Units, Floor Area: General Plan
					Dwelling Units		
RESIDENTIAL							
Low Density	11 du/ac	*	130	136	*	2,561	1,197
Medium Density	17 du/ac	*	42	82	*	237	1,115
High Density	27 du/ac	*	127	96	*	476	2,074
TOTAL RESIDENTIAL		279	299	314	3,254	3,274	4,386
					Floor Area (ksf)		
COMMERCIAL							
Commercial	0.5 FAR	139	56	80	3,027	1,226	1,742
Comm./Manu.	1.0-4.0 FAR	0	0	325	0	0	35,393
TOTAL COMMERCIAL		139	56	405	3,027	1,226	37,135
INDUSTRIAL	4.0 FAR	2,676	3,446	2,562	466,266	600,412	446,403
PUBLIC/ QUASI-PUBLIC	0.5 FAR	106	178	200	2,309	3,887	4,356
PARKLAND	0 FAR	90	18	28	0	0	0
VACANT	0 FAR	50	0	0	0	0	0
TOTAL NON-RESIDENTIAL		3,061	3,699	3,195	471,602	605,525	487,894
TOTAL ALL USES		3,340	3,998	3,509			

*Information not available in terms of individual units

REVISED TABLE EIR-12
DAILY WATER CONSUMPTION

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	Gallons/Day Per Unit	Water Consumption (mgd): Existing Use	Existing Zoning	General Plan
	dwelling units			per du			
RESIDENTIAL							
Low Density	*	2,561	1,192	300	*	0.8	0.4
Medium Density	*	237	1,110	250	*	0.1	0.3
High Density	*	476	1,059	250	*	0.1	0.3
TOTAL RESIDENTIAL	3,254	3,274	3,361		0.9	0.9	0.9
	floor area (ksf)			per ksf			
COMMERCIAL							
Commercial	3,027	1,226	1,742	100	0.3	0.1	0.2
Comm./Manu.	0	0	35,393	100	0.0	0.0	3.5
TOTAL COMMERCIAL	3,027	1,226	37,135		0.3	0.1	3.7
INDUSTRIAL	466,266	600,412	446,403		93	120	89
	acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	200	4,360	0.5	0.8	0.9
PARKLAND	90	18	28	4,360	0.4	0.1	0.1
TOTAL NON-RESIDENTIAL					94	121	94
TOTAL ALL USES					95	122	95

*Information not available in terms of individual units

Abbreviations: du = dwelling unit; ksf = thousand square feet; mgd = million gallons per day

REVISED TABLE EIR-13
PROJECTED SEWER SYSTEM IMPACTS

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	Gallons/Day Per Unit	Sewage Generation (mgd): Existing Use	Existing Zoning	General Plan
	dwelling units			per du			
RESIDENTIAL							
Low Density	*	2,561	1,192	250	*	0.6	0.3
Medium Density	*	237	1,110	250	*	0.1	0.3
High Density	*	476	1,059	200	*	0.1	0.2
TOTAL RESIDENTIAL	3,254	3,274	3,361		0.8	0.8	0.8
	floor area (ksf)			per ksf			
COMMERCIAL							
Commercial	3,027	1,226	1,742	100	0.3	0.1	0.2
Comm./Manu.	0	0	35,393	100	0.0	0.0	3.5
TOTAL COMMERCIAL	3,027	1,226	37,135		0.3	0.1	3.7
INDUSTRIAL	466,266	600,412	446,403		46.6	60.0	44.6
	acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	200	4,360	0.5	0.8	0.9
PARKLAND	90	18	28	0	0.0	0.0	0.0
TOTAL NON-RESIDENTIAL					47.4	60.9	49.2
TOTAL ALL USES					48.2	61.7	50.0

*Information not available in terms of individual units

Abbreviations: du = dwelling unit; ksf = thousand square feet; mgd = million gallons per day
cfs = cubic feet per second

REVISED TABLE EIR-14
PROJECTED ELECTRICITY DEMAND

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	mwh/year per unit	Electricity Demand(mwh/year): Existing Use	Existing Zoning	General Plan
	dwelling units			per du			
RESIDENTIAL							
Low Density	*	2,561	1,192	6	*	14,854	6,914
Medium Density	*	237	1,110	6	*	1,375	6,438
High Density	*	476	1,059	6	*	2,761	6,142
TOTAL RESIDENTIAL	3,254	3,274	3,361		18,873	18,989	19,494
	floor area (ksf)			per ksf			
COMMERCIAL							
Commercial	3,027	1,226	1,742	12	37,232	15,080	21,427
Comm./Manu.	0	0	35,393	12	0	0	435,334
TOTAL COMMERCIAL	3,027	1,226	37,135		37,232	15,080	456,761
INDUSTRIAL	466,266	600,412	446,403		2,098,198	2,701,854	2,008,814
	acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	200	22	2,332	3,927	4,400
PARKLAND	90	18	28	4,360	392,400	80,398	123,824
TOTAL NON-RESIDENTIAL					2,530,162	2,801,258	2,593.798
TOTAL ALL USES					2,549,035	2,820,248	2,613,292

*Information not available in terms of individual units

Abbreviations: du = dwelling unit; ksf = thousand square feet; mwh = megawatt hours

REVISED TABLE EIR-15
PROJECTED NATURAL GAS DEMAND

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	kcf/month per unit	Natural Gas Demand(kcf/month): Existing Use	Existing Zoning	General Plan
	dwelling units			per du			
RESIDENTIAL							
Low Density	*	2,561	1,192	4	*	9,988	4,649
Medium Density	*	237	1,110	4	*	924	4,329
High Density	*	476	1,059	4	*	1,856	4,130
TOTAL RESIDENTIAL	3,254	3,274	3,361		18,873	12,769	13,108
	floor area (ksf)			per ksf			
COMMERCIAL							
Commercial	3,027	1,226	1,742	3	8,778	3,555	5,052
Comm./Manu.	0	0	35,393	3	0	0	102,640
TOTAL COMMERCIAL	3,027	1,226	37,135		8,778	3,555	107,692
INDUSTRIAL	466,266	600,412	446,403		1,538,678	1,981,359	1,473,130
	acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	200	87	9,222	15,528	17,400
PARKLAND	90	18	28	0	0	0	0
TOTAL NON-RESIDENTIAL					1,556,679	2,000,442	1,598,221
TOTAL ALL USES					1,575,552	2,013,211	1,611,329

*Information not available in terms of individual units

Abbreviations: du = dwelling unit; ksf = thousand square feet; kcf = thousand cubic ceet

DRAFT

ENVIRONMENTAL IMPACT REPORT

DRAFT

COMMERCE GENERAL PLAN

May 1987

City of Commerce
2535 Commerce Way
Commerce, California 90040

State Clearinghouse Number 87031115

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1.0 INTRODUCTION

1.1 Purpose of the EIR

This Environmental Impact Report (EIR) analyzes the potential impacts that may result from the implementation of the Commerce Draft General Plan. The EIR compares the impacts of existing land use and existing zoning to the potential impacts associated with long-range implementation of the General Plan.

This EIR is intended to provide information to public agencies and the general public regarding the potential environmental impacts related to implementation of the Commerce General Plan. Under the provisions of the California Environmental Quality Act, (CEQA), "the purpose of an Environmental Impact Report is to identify the significant effects of a project on the environment, to identify alternatives to the project and to indicate the manner in which significant effects can be mitigated or avoided." Thus, the EIR is an information document for use by decisionmakers, public agencies and the general public. It is not a policy document which sets forth City policy about the desirability of any of the potential alternatives discussed.

1.2 Lead Agency and Document Format

The City of Commerce is the Lead Agency for the project, as defined by Section 21067 of CEQA. Preparation of this EIR is in accord with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code, Section 21000 et. seq.) and the California Environmental Quality Act Guidelines, as amended in 1986. The overall format of the EIR contains those components required by CEQA, as summarized in Table EIR-1.

Relevant reports and other reference materials from which data and conclusions have been drawn are listed in Section 8.0, References. The numbers in parentheses in the text, e.g. (B-3, page 23), refer to the document or person listed in Section 8.0 supporting that finding or statement. During the course of EIR preparation, an effort was made to contact all affected agencies, organizations and persons. Persons responding to the notice of EIR preparation are listed in Appendix C.

Table EIR-1
Required Contents of an EIR - CEQA Law and Guidelines

Required Section No.	Section in EIR	Page
Table of Contents (Section 15122)		i
Summary (Section 15123)	2.0	3
Project Description (Section 15124)	3.0	10
Environmental Setting (Section 15125)	4.0	16
Environmental Impact (Section 15126)	4.1.1 - 4.1.11	17-46
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Relationship Between Local Short-term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity (Section 15126e)	6.1	53
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Organizations and Persons Consulted (Section 15129)	7.0	56
Cumulative Impacts (Section 15130)	6.4	54

2.0 SUMMARY

2.1 Project Location and Characteristics

The City of Commerce lies in Los Angeles County, approximately six miles southeast of downtown Los Angeles. The City covers 6.6 square miles, nearly all of which is developed.

The project involves the update of the Commerce General Plan. The following six elements are included in the General Plan: Land Use, Housing, Circulation, Public Safety, Resource Management and Noise. The project will result in minor changes in land use in certain areas of the City, while providing for a continuation of existing uses in other areas. The land use policy, as identified in the Commerce Draft General Plan, includes the following features:

- Maintenance of the existing single family neighborhoods;
- Establishment of commercial/manufacturing mixed use areas along Washington Boulevard and Telegraph Avenue;
- Continued implementation of existing redevelopment plans;
- Adoption of a Specific Plan for the Ferguson neighborhood; and
- Retention of large areas of industrial development.

Anticipated environmental impacts related to the adoption and implementation of the Commerce General Plan will result primarily from changes in land use and land use policy. General Plan policy articulated in the six elements is designed to improve the City's living environment.

2.2 Environmental Impacts

This environmental impact report addresses the impacts associated with the long-term implementation of the Commerce General Plan. Due to the general nature of the project, environmental impacts can be assessed only in general terms. Projects facilitated by the General Plan may require subsequent environmental review.

2.2.1 Potentially Significant Impacts

The findings presented in this EIR indicate that implementation of the project will result in significant air quality impacts.

Air Quality: Existing air quality in the South Coast air basin is poor. Implementation of land use policy will result in further degradation of air quality. The anticipated emissions will exceed the thresholds recommended by the South Coast Air Quality Management District. The impacts cannot be reduced to less than significant levels. The City must make a Statement of Overriding Considerations if the project is approved as proposed.

2.2.2 Adverse But Not Significant Impacts

Even with incorporation of mitigation measures, long-term implementation of the proposed General Plan may result in the following adverse but less than significant environmental impacts:

Transportation/Circulation: Several City roadways currently operate at or near capacity. Implementation of land use policy could add 44,700 additional trips to the City street system. Circulation improvements described in the General Plan can reduce the level of impact to acceptable levels on all roadways with the exception of Garfield Avenue between Bandini Avenue and Telegraph Road. A detailed study will need to be prepared recommending appropriate mitigation measures. A policy will be added to the Circulation Element addressing this concern and thereby reducing the potential impact to a less than significant level.

Natural Resources: Ongoing development in accord with land use policy will consume non-renewable energy, water and materials resources. Any increase in the use of non-renewable resources should be considered adverse.

Population: Within the past five years, the City's population has increased 16 percent. Long-term implementation of land use policy could result in an additional 30 percent increase at project build-out. Population increases contribute to regional congestion and attendant problems (e.g. increased traffic, poor air quality). However, the growth anticipated conforms to regional growth policies.

Public Services: Existing school facilities are overcrowded, and library facilities experience extensive use. Implementation of land use policy could result in an estimated long term population increase of 3,714 persons, including 1,459 new

students. These increases may adversely impact school and library facilities. Mitigation measures proposed to reduce the level of impact to acceptable levels include: construction of a new elementary school in Commerce; imposition of school fees on all new construction; and construction of a new main library facility.

Utilities: Existing electric power and natural gas facilities adequately service the needs of Commerce. Anticipated growth related to implementation of land use policy will result in increased electricity and gas consumption. Although utility purveyors will not need to provide new faciliites specifically to meet the City's increased demand, increased energy consumption at any level may be considered adverse. Increased consumption depletes energy supplies and contributes to basinwide pollutant emission.

2.2.3 Effects Found To Be Neither Significant Nor Adverse

This EIR identified thirteen environmental issue areas which would not be adversely affected by the project. These issues include: Noise, Light and Glare, Land Use, Housing, Recreation, Earth, Water, Biota, Risk of Upset, Energy, Human Health, Aesthetics and Cultural Resources.

2.2.4 Beneficial Effects

General Plan land use policy proposes to establish land use patterns which minimize the potential for use conflict and other adverse effects. The goals and policies contained in the Plan are designed to improve the overall living and working environment in Commerce, and to protect the health, safety and welfare of residents. Among other things, the Plan calls for: City-wide circulation improvements; an emergency preparedness plan; decent housing for all economic groups; and protection of residents from the hazards associated with the urban environment.

2.3 Project Alternatives

During the course of General Plan preparation, the City considered several land use alternatives. The three primary alternatives included:

Alternative A: No Project

Build-out would occur in accord with the existing land use plan and zoning regulations. This alternative has the potential to result in greater overall environmental impacts. Pollutant emission would be higher, leading to greater air quality impacts. Greater increases in population and the number of dwelling units would result. The demand for public services and utilities also would be greater. Existing land use conflicts might not be resolved.

Alternative B: Ferguson Planning Area

Alternative B differs from the proposed land use plan in one area. Ten acres of existing industrial development in the Ferguson Planning Area remain Industrial rather than High Density Residential. This proposal reduces the level of impact on school facilities and may reduce the number of generated vehicle trips. However, Alternative B does not respond to the City's goal to solve existing land use conflicts.

Alternative C: Limited Commercial/Manufacturing

Alternative C limits the proposed Commercial/Manufacturing (CM) land use designation to the Atlantic/Washington and Eastern/Slauson areas. A Commercial designation, rather than CM, would be applied to the Telegraph Road corridor. Commercial uses would serve to benefit Commerce residents and residents in surrounding communities. Commercial uses, however, could generate greater volumes of traffic along an already congested roadway (Telegraph Road). Also, the Commercial designation would not permit the range of uses proposed by preliminary plans for the Uniroyal property.

2.4 Areas of Public Concern or Known Controversy

During the General Plan preparation process, four neighborhood meetings were held to inform residents of proposed land use policy. Concerns raised at the meetings included: reduction in allowable residential densities in the Northwest Planning Area; elimination of industrial and commercial uses in the Ferguson Planning Area; and reduction in allowable residential densities in portions of the Bandini-Rosini Planning Area.

TABLE EIR-2
SUMMARY OF FINDINGS

I. UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Resource	Description of Impact	Mitigation Measures	Residual Impact
Air Quality	Long-term implementation of land use policy will result in pollutant emissions for five major pollutants in excess of SCAQMD recommended threshold threshold levels.	Proposed land use policy will produce lower pollutant levels than development permitted under existing land use policy. Compliance with regional Air Quality Management Plan. Continued provision of local bus service.	Increased emissions above existing levels and further degradation of basin air quality.

II. ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE MITIGATED OR AVOIDED.

Resource	Description of Impact	Mitigation Measures	Residual Impact
Transportation/ Circulation	Development in accord with land use policy could add 44,700 additional vehicles to street systems. Roadways currently operating at or near capacity will experience reduction in levels of service. Roadways impacted include: Atlantic Eastern, Garfield, Telegraph, and Washington.	Restricted peak hour parking along selected roadways. Intersection and interchange improvements outlined in General Plan Circulation Element. Road widening and realignment as outlined in Circulation Element.	Periodic congestion along major roadways.

TABLE EIR-2
(Continued)

II. ADVERSE EVIRONMENTAL IMPACTS THAT CAN BE MITIGATED OR AVOIDED (continued)

Resource	Description of Impact	Mitigation Measures	Residual Impact
Natural Resources	Irretrievable commitment of energy, water and materials resources in construction projects.	Participation in energy conservation sponsored by utility companies. Encourage use of drought tolerant plants in landscaping. Conservation measures outlined in General Plan Resource Management Element.	Increased consumption of natural resources.
Population	Thirty (30) percent increase in City population over time. Related impacts include increased congestion, increased demand for public services.	Use of code enforcement to stop construction of illegal units. Continued use of programs which encourage maintenance of existing housing stock, particularly low density housing. Enforcement of zoning requirements.	Increase in population over time.
Public Services	Increase in population will increase demand for library services and will generate additional school children.	Construction of new main library. Construction of new elementary school in Commerce. Collection of school fees for all new development.	None.

TABLE EIR-2
(Continued)

II. ADVERSE EVIRONMENTAL IMPACTS THAT CAN BE MITIGATED OR AVOIDED (continued)

Resource	Description of Impact	Mitigation Measures	Residual Impact
Utilities	Increased demand for electric power and natural gas.	Energy conservation measures outlined in General Plan Resource Management Element.	Increased demand for energy resources.

III. EFFECTS FOUND TO BE NEITHER SIGNIFICANT NOR ADVERSE.

The project will not adversely impact the following: noise, light and glare, land use, housing, recreation, earth, water, biota, risk of upset, energy, human health, aesthetics and cultural resources.

IV. BENEFICIAL EFFECTS

Goals and policies contained in the General Plan are designed to improve the City's living environment by reducing land use conflicts; encouraging a strong industrial base; and protecting the health and welfare of City residents.

3.0 PROJECT DESCRIPTION

3.1 Location

The City of Commerce is located in Los Angeles County, approximately six miles southeast of downtown Los Angeles. Two major freeways cut thorough the City. Interstate 5 runs northwest to southeast, dividing the City in half. Interstate 710, a north-south route, cuts across the western portion of Commerce (Figures EIR-1 and EIR-2. Commerce is surrounded on all sides by urban development. The City of Montebello lies to the east, Bell and Bell Gardens lie to the south and southeast, Vernon covers lands to the west, and unincorporated areas of Los Angeles County border Commerce to the north.

3.2 Project Characteristics

The Commerce General Plan consists of three primary components which together fulfill the requirements of State general plan law. These components are: the Technical Report, the General Plan and the Implementation Plan. Six general plan elements - Land Use, Housing, Circulation, Public Safety, Resource Management and Noise - address the seven general plan issue areas prescribed by State law.

The General Plan Technical Report presents an overview of existing conditions in Commerce as of 1986. The report contains information about the City's land use, housing conditions, infrastructure, health hazards, natural and cultural resources, and the City's noise environment. The purpose of the Technical Report is to provide background information to be used as a basis for setting goals and policies. The Technical Report establishes the rationale for General Plan policy direction.

The General Plan document presents the City's long-range planning objectives expressed in the form of goals and policies. The six elements cited above contain policy statements and specific programs designed to achieve planning objectives. The major components of these elements include:

- Land Use Element: The intensity and distribution of of future development is described in the Land Use Element text and on the Land Use Policy Map. Land use distribution is summarized in Table EIR-3 and is displayed graphically on the Land Use Policy Map contained in the back packet of this report.

General Plan
COMMERCE

Figure EIR-1
Regional Setting

Figure EIR-2
Local Setting

TABLE EIR-3
LAND USE

Zoning/Old General Plan Designation	Acea (in Acres)	General Plan	Area (in Acres)
R-1 (Residential)	129.54	Low Density Residential	135.95
R-2 (Residential	42.46	Medium Density Residential	81.59
R-3 (Residential)	127.90	High Density Residential	99.17
C-1 (Commercial)	4.24		
C-2 (Commercial)	52.06	Commercial	80.27
		Commercial/Manufacturing	327.02
M-1 (Mixed Use)	159.96		
M-1½ (Industrial)	5.60	Industrial	2,541.63
M-2 (Industrial)	2,801.62		
PF (Major Public Facility)	162.29	Public/Quasi-Public	214.60
OS/A-1 (Open Space and Recreation)	18.44	Parkland	27.64
PB	3.08		

- Housing Element: The Element outlines housing assistance programs and development policies designed to provide adequate housing for all income groups. The Element also stresses the need to maintain the existing housing stock.

- Circulation: Needed circulation improvements are described in this Element.

- Public Safety: The Element emphasizes the importance of emergency planning by providing a mini-emergency preparedness plan.

- Resource Management: The Element outlines policies designed to preserve existing natural and cultural resources. Included in the Element is a Park Facilities Plan which may serve as a master plan for the City's park and recreation programs.

- Noise: The Noise Element addresses the need to protect existing and future sensitive land uses from the urban noise which permeates the City.

The Implementation Plan provides the necessary link between the statement and the realization of General Plan goals outlined in the six elements. In a sense, many of the implementation programs serve as mitigation measures for anticipated environmental impacts.

3.3 Project Objectives

The overall Plan objective is to establish planning policies and programs designed to improve the City's living environment. This is accomplished through the redefinition of the City's long-range planning objectives. Also, the General Plan update brings the Plan into conformance with revised State General Plan law.

3.4 Relationship to Zoning and Other Plans

Implementation of the proposed General Plan will require changes to be made to the existing zoning ordinance and zoning map. State law (Government Code, Section 65860) requires consistency between the General Plan and the zoning ordinance. Because the zoning ordinance will be used to implement the General Plan, the zoning ordinance must reflect the types of land uses and land use intensities allowed by the General Plan.

State law also requires other land use plans (e.g. redevelopment plans and specific plans) to be consistent with the General Plan. Following adoption of the General Plan, all existing land use plans will be reviewed for consistency and will be modified appropriately.

3.5 Uses of the EIR

This EIR will be used by the City of Commerce to provide the required information necessary for environmental review of related discretionary actions related to the adoption and implementation of the General Plan. The EIR may be used for reviewing the following discretionary actions:

1. General Plan Adoption - Both the City Planning Commission and the City Council will hold public hearings and will review the Plan prior to adoption of a resolution approving the Plan.

2. Subsequent Environmental Review - The EIR may serve as the information base for subsequent environmental review of specific projects.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section of the EIR is concerned with identifying the impacts anticipated to result from implementation of the General Plan. Impacts are expected to result primarily from the long-term implementation of land use policy articulated in the Land Use Element. Therefore, the analysis focuses on impacts related to potential intensification of land use in specific areas of the City.

The CEQA Guidelines state that when a proposed project (the General Plan) is compared with an adopted plan (existing zoning and General Plan Land use designations), the EIR shall examine existing physical conditions as well as the potential future conditions proposed by the plan (Section 15125c). Therefore, wherever possible, this section of the EIR analyzes the impacts of the following: 1) existing land use; 2) build-out in accord with existing zoning; and 3) build-out in conformance with proposed General Plan land use policy.

Because the City's existing General Plan (adopted in 1974) does not specify building intensities, and because the land use pattern generally conforms to existing zoning patterns, the zoning map and zoning regulations are, in this analysis, considered to be the existing land use plan.

The anticipated impacts were identified by City staff and the General Plan project consultant. Each impact is discussed individually in Sections 4.1.1 through 4.1.11. Each subsection presents description and analysis in the following manner:

- Environmental Setting: A discussion of existing conditions, facilities, services and environment in the vicinity of the project site;

- Environmental Impact: An identification and evaluation of impacts in qualitative and quantitative terms; and

- Mitigation Measures: A discussion of the measures proposed by the City or project consultants to be included in the project to minimize adverse environmental effects.

The initial study prepared for this project identified eleven areas of potential environmental impact. These areas include:

- Air Quality;
- Noise;
- Light and Glare;
- Land Use;
- Natural Resources;
- Population;
- Housing;
- Transportation/Circulation;
- Public Services;
- Utilities; and
- Recreation.

A copy of the initial study is contained in Appendix A.

4.1 Potential Environmental Effects

4.1.1 Air Quality

Environmental Setting

Existing air quality conditions are discussed in the Resource Management Technical Report, under Section 4.2, Natural Resources.

The South coast Air Quality Management District (SCAQMD) has established suggested threshold criteria for five major pollutants in the South Coast air basin - carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx), sulfur oxides (SOx) and particulates (part.). The threshold levels may be used to assess the level of air quality impact associated with a particular project. If a project will result in pollutant loads exceeding the recommended thresholds, air quality impacts may be considered significant. Because the thresholds represent only recommended threshold levels, the Lead Agency for a project may choose to establish its own levels, if they are justifiable. The SCAQMD suggested threshold levels, in pounds of pollutant per day, are:

- CO 550;
- HC 320;
- NOx 100;
- SOx 150; and
- Particulates 150.

Environmental Impact

Adoption of the land use policies contained in the Land Use Element will not immediately affect air quality in Commerce and in the surrounding region. Over time, specific new developments will contribute to existing pollutant loads. Pollutant

emissions will come from two primary sources: mobile sources (additional vehicle trips) and stationary sources (power plant emissions related to electricity and natural gas use, and industrial emissions).

Quantitative evaluation of potential long-term air quality impacts is difficult given the wide range of possible development scenarios. However, the building intensity assumptions outlined in Table EIR-3 can be used to predict generalized pollutant levels. Table EIR-4 on the following page compares anticipated pollutant levels to existing levels and levels which could be expected if the City built out in accord with existing zoning. The analysis considers only mobile source emissions and stationary emissions related to power plants. The scope of this EIR makes it difficult to estimate the pollutant loads generated by the City's industry. These impacts will be addressed during subsequent, project specific environmental review processes.

Table EIR-4 reveals the following: long-range implementation of General Plan land use policy will result in significant increases in pollutant emissions over existing levels (e.g. CO emissions increase from 113,826 to 123,108 pounds per day). The SCAQMD recommended threshold levels for the five major pollutants will be exceeded. However, emissions are anticipated to be lower under General Plan build-out conditions than they would be if the City developed in accord with the existing zoning pattern. Nonetheless, air qualaity impacts may be considered significant since the project will contribute to further degradation of air quality.

Tables EIR-4 and EIR-5 indicate that the anticipated increase in number of vehicle miles will account for the majority of pollutant level increases. Intensification of residential development in the Southeast neighborhood and commercial/industrial uses along Telegraph Boulevard may produce up to 44,700 additional vehicle trips per day (see Section 4.1.8). These vehicles will emit significant amounts of carbon monoxide, hydrocarbons and oxides of nitrogen. Improvements to vehicle exhaust systems over time may reduce the anticipated emission levels and thereby reduce long-range impacts.

Mitigation Measures

The goals and policies contained the Circulaton Element and the Resource Management Element will serve to reduce the level of air quality impacts. Many circulation objectives encourage mass transit use and call for major road improvements. Circulation improvements ease traffic flow and thereby reduce emissions related to slow moving vehicles. Resource Management policies

TABLE EIR-4

PROJECTED AIR QUALITY IMPACTS

Emission Source	Daily Usage	Units	Emissions (lbs/day) CO	HC	NOx	SOx	Part.
EXISTING USE							
Gas Consumption	52,030	kcf	1,041	416	608	0	8
Electric Power	7,065	mwh	1,484	918	14,837	9,891	1,272
Mobile Source	5,188,000	miles	111,302	11,199	16,455	2,628	3,542
Total Existing Use			113,826	12,533	31,900	12,519	4,822
EXISTING ZONING							
Gas Consumption(1)	66,280	kcf	1,326	530	608	0	10
Electric Power(1)	7,760	mwh	1,630	1,009	16,296	10,864	1,397
Mobile Source(2)	6,184,000	miles	132,670	13,349	19,614	3,133	4,223
Total Existing Zoning			135,625	14,888	36,519	13,997	5,629
GENERAL PLAN							
Gas Consumption	57,850	kcf	1,157	463	675	0	9
Electric Power	7,700	mwh	1,617	1,001	16,170	10,780	1,386
Mobile Source	5,609,000	miles	120,334	12,108	17,791	2,842	3,830
Total General Plan			123,108	13,571	34,636	13,622	5,225

Abbreviations: kcf=thousand cubic feet; mwh=megawatt hours

Source of generation factors: "Air Quality Handbook for Environmental Impact Reports," South Coast Air Quality Management District, December 1983

(1) Gas and electricity consumption figures are calculated in Section 3.2.10.
(2) Total vehicle miles are calculated as shown on the following table.

TABLE EIR-5

PROJECTED VEHICLE MILES

Land Use	Generation Factor	Dwelling Units, Acres: Existing Use	Existing Zoning	General Plan	Trips per Day: Existing Use	Existing Zoning	General Plan	ave. trip (miles)	Total Vehicle Miles: Existing Use	Existing Zoning	General Plan
	trips/day/du										
RESIDENTIAL											
Low Density	11	*	2,651	1,192	*	29,161	13,112				
Medium Density	7.5	*	237	1,110	*	1,778	8,325				
High Density	7.5	*	476	2,121	*	3,570	15,908				
TOTAL RESIDENTIAL		3,254	3,364	4,423	29,286	34,509	37,345	10	292,860	345,085	373,445
	trips/day/ac.										
Commercial	400	139	56	69	55,600	22,520	27,480	10	556,000	225,200	274,800
Comm./Manu.	160	0	0	299	0	0	47,760	20	0	0	955,200
Industrial	80	2,676	3,452	2,470	214,080	276,158	197,626	20	4,281,600	5,523,152	3,952,528
Pub./QP	50	106	178	103	5,300	8,924	5,130	10	53,000	89,240	51,300
Open Space	8	90	18	28	720	148	227	6	4,320	885	1,363
TOTAL NON-RESIDENTIAL					275,700	307,749	278,224				
TOTAL ALL TRIPS					304,986	342,258	315,568				
TOTAL VEHICLE MILES									5,187,780	6,183,562	5,608,636

TABLE EIR-6

VEHICLE EMISSION FACTORS

CALIFORNIA COMPOSITE MOVING EXHAUST EMISSION RATES
CALENDAR YEAR 2000
Emissions in Grams per Mile

Speed	% of Miles	CO	THC	NMHC	NOx	SOx	Part
IDLE	3%	1.89	0.17	0.15	0.04	-	-
5	1%	45.66	4.83	4.14	1.63	0.24	0.32
10	1%	24.78	2.66	2.29	1.39	0.24	0.32
15	2%	17.91	1.89	1.63	1.31	0.24	0.32
20	3%	14.54	1.51	1.30	1.31	0.24	0.32
25	10%	12.20	1.25	1.07	1.35	0.24	0.32
30	15%	10.31	1.04	0.90	1.41	0.24	0.32
35	30%	8.89	0.89	0.77	1.48	0.24	0.32
40	25%	7.99	0.79	0.68	1.55	0.24	0.32
45	10%	7.58	0.73	0.63	1.64	0.24	0.32
50	0%	7.46	0.70	0.60	1.79	0.24	0.32
55	0%	7.04	0.66	0.57	2.05	0.24	0.32
60	0%	5.60	0.55	0.47	2.49	0.24	0.32
Weighted Average	1.00	9.74	0.98	0.85	1.44	0.23	0.31
Crankcase Blowby:			0.000	0.000			
Diurnal Emissions:							
(Grams/day)			1.17	1.17			
(Grams/mile)			0.05	0.05			
Hot Soak:							
(Grams/soak)			0.67	0.67			
(Grams/mile)			0.10	0.10			
TOTAL		9.74	1.13	0.99	1.44	0.23	0.31

Assumptions: Ambient temperature 75 degrees fahrenheit.

Operation percentage:

Cold Start:	21%
Hot Start:	27%
Hot Stabilized:	52%

Vehicle mix percentage of total:

Light duty auto:	77.4%
Light duty truck:	10.6%
Medium duty truck:	5.5%
Heavy duty gas truck:	2.0%
Heavy duty diesel truck:	3.8%
Motorcycle:	0.9%

Source: South Coast Air Quality Management District, "Air Quality Handbook for Environmental Impact Reports", December 1983
Based on California Air Resources Board EMFAC6D Rates

call for continued cooperation with regional agencies responsible for monitoring and managing regional air quality. Relevant goals and policies include:

Circulation Element:	Policy 1.4
	Policy 1.8
	Goal 4.0
	Policy 4.1
	Policy 4.2
	Policy 4.4
	Policy 4.5
	Policy 4.6
	Policy 4.7

Resource Management Element:	Goal 1.0
	Policy 1.1
	Policy 1.4
	Policy 1.5
	Policy 1.6
	Policy 1.7

4.1.2 Noise

Environmental Setting

The existing noise environment (October 1986) is shown graphically on Figure N-6 in the Noise Element Technical Report. Section 1.3 of the Noise Element provides a further description of noise sources and the ambient noise environment.

Environmental Impact

Implementation of land use policies will not lead to a noticeable difference in the City's ambient noise environment. Anticipated long-term increases in traffic volumes on major roadways will lead to minor increases in decibel levels along these roadways, as shown in the tables contained in Appendix C. As the tables indicate, increased traffic along Atlantic Boulevard, Washington Boulevard and Eastern Avenue will not lead to decibel increase greater than 0.6 dB. The human ear does not notice this change. (A 3.0 dB increase is barely perceptible to the human ear.) Noise impacts related to local traffic increases are not seen to be significant.

Denser residential development in the Southeast neighborhood may lead to increases in neighborhood noise levels (increased activity, traffic). As required by State law, all multiple family units will be insulated and sound-proofed to achieve interior noise levels of 45 dB. Section 1092, Title 25 of the

Administrative Code requires insulation in new multiple family dwellings constructed within 60 dB noise exposure contours. Noise impacts on residential units can be reduced to less than significant levels.

Mitigation Measures

Implementation of Noise Element, Land Use Element and Housing Element goals and policies will reduce noise impacts to acceptable levels. Relevant policies include:

Noise Element: All goals and policies

Land Use Element:	Policy 2.2
	Policy 2.3
	Policy 2.4
	Policy 2.5
	Policy 2.6
	Policy 5.4
Housing Element:	Policy 1.1
	Policy 2.1
	Policy 2.5
	Goal 5.0

4.1.3 Light and Glare

Environmental Setting

Land uses throughout the City do not produce unusual light and glare. Street lights and exterior building lights installed for security purposes are the primary sources of outdoor lighting. With the exception of the multi-story office buildings located at the corner of Washington Boulevard and Interstate 5, and Eastern and Slauson Avenues, the majority of industrial and commercial buildings are constructed of concrete and brick materials which do not produce irritating glare effects.

Environmental Impacts

Because the type of construction proposed for new developments is not known at this time, light and glare impacts cannot be comprehenively assessed. However, potential light and glare impacts will be assessed for individual projects, and measures can be taken to reduce impacts to less than significant levels on a case by case basis. Significant light and glare effects are not anticipated.

Mitigation Measures

The City's environmental review process will facilitate future review of light and impacts of individual projects. Industrial and commercial uses located adjacent to residential units will be required to direct outdoor lighting away from residential development. Relevant General Plan goals and policies include:

Land Use Element: Goal 2.0
Policy 2.1
Policy 2.2

4.1.4 Land Use

Environmental Setting

Commerce is virtually built out. New development in the City results from redevelopment activity and infill development on scattered vacant lots.

A comprehensive discussion of existing land use is provided in the Land Use Element Technical Report.

Environmental Impact

The Land Use Element and Land Use Policy Map propose land use changes which will effect all issue areas discussed in this EIR. Table EIR-7 compares existing land use and zoning acreages to those proposed by the Draft General Plan. The numbers presented in the table are used throughout this EIR to assess related impacts.

Implementation of General Plan land use policy will result in subtle land use changes in select portions of the City throughout the life of the Plan. Figure EIR-3 indicates where land use changes should occur. Because these properties currently are developed, land use changes will result only if property owners or the Redevelopment Agency choose to redevelop the lots.

The greatest potential for change exists in the Ferguson Planning Area, where approximately 10 acres of industrial use is planned for future residential development. Also, portions of the Southeast Planning Area may recycle to higher density residenial development. Finally, the Telegraph Avenue corridor should support higher intensity light industrial and related commercial uses, rather than the aging heavy industrial uses now located there. Increases in area traffic may result from intensification of land use in these areas.

TABLE EIR-7
LAND USE COMPARISON

Land Use	Target Density	Acres: Existing Use	Acres: Existing Zoning	Acres: General Plan	Dwelling Units, Floor Area: Existing Use	Dwelling Units, Floor Area: Existing Use	Dwelling Units, Floor Area: General Plan
RESIDENTIAL					Dwelling Units		
Low Density	11 du/ac	*	130	82	*	2,561	1,192
Medium Density	17 du/ac	*	42	98	*	237	1,110
High Density	27 du/ac	*	127	316	*	476	2,121
TOTAL RESIDENTIAL		279	299	496	3,254	3,274	4,423
COMMERCIAL					Floor Area (ksf)		
Commercial	0.5 FAR	139	56	69	3,027	1,226	1,496
Commercial/ Manufacturing	1.0-4.0 FAR	0	0	298	0	0	32,502
TOTAL COMMERCIAL		139	56	367	3,027	1,226	33,998
INDUSTRIAL	4.0 FAR	2,676	3,446	2,837	466,266	600,412	494,399
PUBLIC/ QUASI-PUBLIC	0.5 FAR	106	178	103	2,309	3,887	2,235
OPEN SPACE	0 FAR	90	18	28	0	0	0
VACANT	0 FAR	50	0	0	0	0	0
TOTAL NON-RESIDENTIAL		3,061	3,699	3,336	471,602	605,525	530,632
TOTAL ALL USES		3,340	3,998	3,832			

Abbreviations: du=dwelling unit; ksf=thousand square feet; FAR=floor area ratio

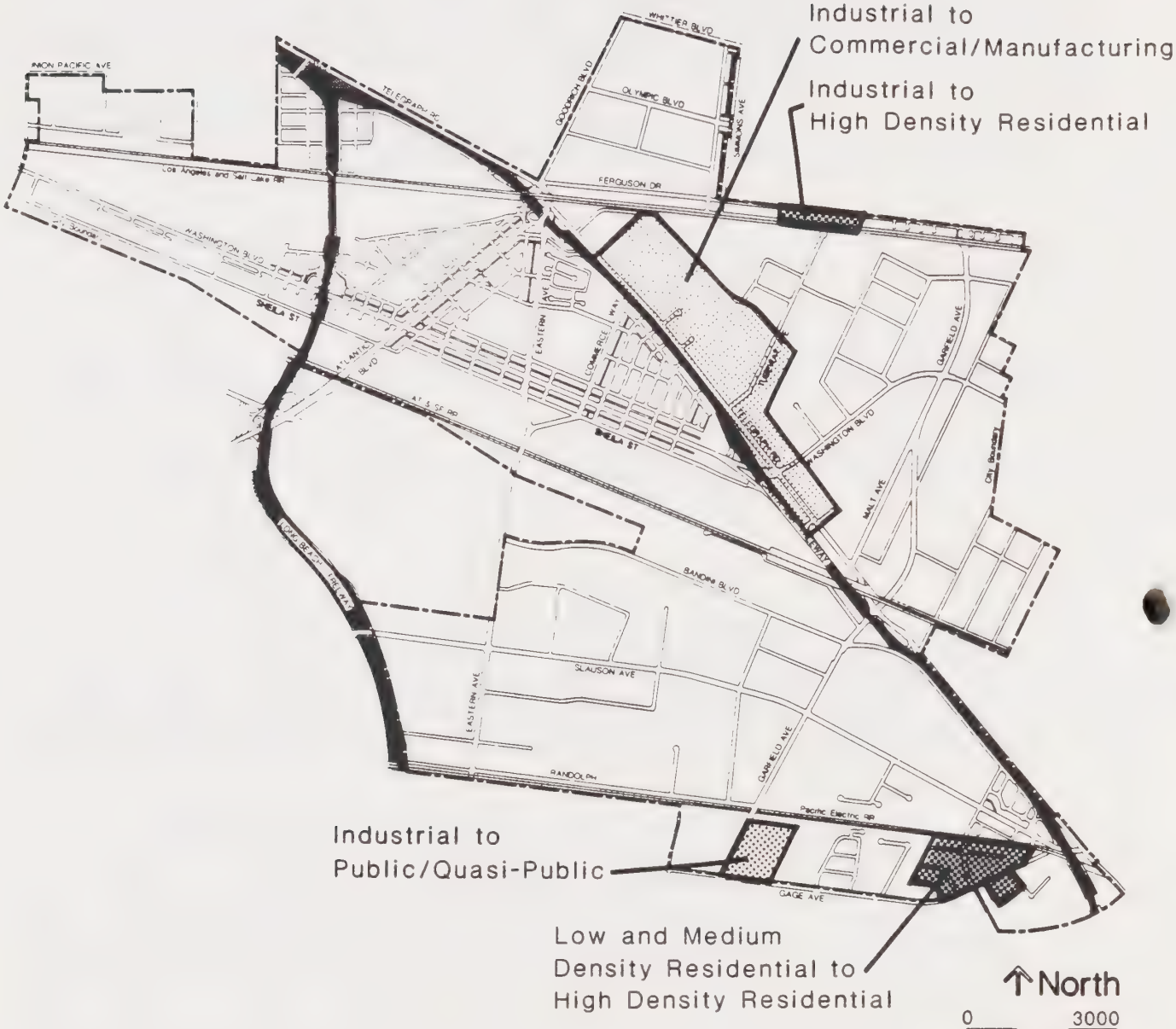


Figure EIR-3
Areas Subject to Change in Land Use

Redevelopment of the Telegraph Avenue corridor will be facilitated by the creation of a new land use designation and zone designation. The proposed Commercial/Manufacturing (CM) designation will allow for a mix of light industrial and commercial uses. The City anticipates establishing performance standards for the CM zone which will serve to restrict the types of industrial uses locating in this area. Only "clean" industry will be permitted. Uses which service a large residential and business population base will be encouraged.

The CM designation is also proposed for the Washington Boulevard corridor. However, Washington Boulevard currently supports a mix of uses. Therefore, significant land use changes along this street are not anticipated.

The Land Use Element targets specific areas for redevelopment in accord with adopted land use policy. Redevelopment is anticipated to result in positive effects. Redevelopment will correct blight conditions; will encourage further strengthening of the industrial base; will provide revenues to the City; and will provide sound and decent housing for the City's residents.

Mitigation Measures

Land use and housing policy will serve to minimize land use conflicts, to develop a logical pattern of land use, to upgrade the appearance of the City, and to establish a strong economic base. Specific mitigation measures include:

Land Use Element: All goals and policies

Housing Element: Policy 1.1
Policy 1.5
Policy 2.4
Policy 2.5
Goal 3.0
Policy 3.2

4.1.5 Natural Resources

Environmental Setting

A description of the City's natural resources is provided in the Resource Mangagement Element, Section 1.2, and in the Resource Management Element Technical Report, Section 4.2.

Environmental Impact

Long-range implementation of land use policy may lead to further degradation of air quality. Air quality impacts are discussed in Section 3.2.1 of this EIR.

As development occurs in accord with proposed land use policy, non-renewable energy, water and materials resources will be consumed. In a regional and statewide context, the level of consumption will not be significant. However, any increase in the level of non-renewable resource use should be considered adverse.

Open space resources will not be affected adversely by the project. Land use and resource management policy calls for the retention of the City's park lands. Additional park space may be provided at Veterans' Park and in the Ferguson Planning Area. No mitigation is required.

Mitigation Measures

The Resource Management Element contains several goals and policies which address natural resource preservation and enhancement. Implementation of the following policies should reduce impacts on water supplies to acceptable levels:

Resource Management Element:	Goal	1.0
	Policy	1.2
	Policy	1.3
	Policy	1.5

Air quality mitigation is provided in Section 3.2.1.

4.1.6 Population

Environmental Setting

The Housing Element and the Housing Element Technical Report provide a comprehensive discussion of Commerce's population. In particular, Section 4.2 of the Technical Report discusses demographic trends.

The Southern California Association of Governments (SCAG) has prepared preliminary regional population estimates for the year 2010. SCAG estimates that Commerce's population will increase to 16,096 by the year 2010.

Environmental Impact

Implementation of the Land Use and Housing Elements could result in an approximate 30 percent increase in the City's population at project build-out. The City's current population is estimated to be 12,192. If all of the residential areas were developed to 80 percent capacity, the population could swell to 15,906 at build-out. Eighty percent is assumed to be an efficient capacity because lot sizes and lot configurations are not uniform throughout the City. SCAG accepts 80 percent as an acceptable efficient capacity assumption.

Build-out population projections are based on the following formula: residential land use acreage times allowable building intensity times 80 percent times average household size. Neighborhood data supplied by the 1980 U.S. Census provides detailed information on average household size which can be used to make the population projections. Table EIR-8 uses the formula cited above to estimate the build-out population. A complete discussion of population projections related to land use policy is provided in Section 2.3 of the Housing Element.

The rate of population growth will be tied to two factors: 1) increases in the average household size; and 2) construction of new units. In recent years, the City's population has grown without a significant increase in the available number of housing units. Illegal garage conversions and room additions have increased the average household size. Housing and land use policy calls for the City to diligently enforce the building code. Therefore, illegal units should decrease over time and new construction via recycling should account for population increases.

The anticipated increase in population is not seen to be significant since it will occur over time. Also, actual growth may be somewhat less than that indicated because not all neighborhood areas will recycle to maximum allowable densities. In a regional sense, the increase may be considered adverse since population increases and growth in general contribute to congestion in the Los Angeles area. Among other things, congestion creates adverse circulation and air quality conditions. However, anticipated growth conforms to preliminary regional growth policies.

Mitigation Measures

Much of the new residential development in Commerce has resulted from implementation of Redevelopment Agency housing programs. The Agency consolidates adjacent lots to achieve suitably sized

TABLE EIR-8
Projected Population At Build-out
(Efficient Capacity)

Planning Area/ Land Use Designation	Area in Acres	Allowable Density	Household Size	Total Population
Bandini-Rosini				
LDR	64.33	11	3.46	1,959
MDR	31.01	17	3.46	1,459
HDR	6.41	27	3.46	479
Rosewood				
LDR	54.19	11	3.51	1,674
MDR	12.79	17	3.51	611
HDR	2.18	27	3.51	165
Northwest				
LDR	0.00	11	4.23	0
MDR	24.13	17	4.23	1,388
HDR	2.00	27	4.23	183
Southeast				
LDR	16.97	11	3.5	523
MDR	13.66	17	3.5	650
HDR	62.68	27	3.5	4,739
Ferguson				
LDR	0.00	11	3.85	0
MDR	0.00	17	3.85	0
HDR	24.97	27	3.85	2,077
TOTAL				15,906

Notes: Land use acreages and densities are provided in the Land Use Element.
Neighborhood household size information is from the 1980 U.S. Census.
Efficient capacity assumes 80 percent of maximum possible build-out.

parcels for redevelopment. By limiting its own activity, the City can effectively manage growth. Figure H-1 in the General Plan Housing Element indicates that build-out may not be reached until well into the next century, if the City continues to grow at a County-wide rate.

Also, continued use of a strong code enforcement program will reduce the number of illegal units which contribute to large household sizes. Relevant goals and policies in the General Plan include:

Land Use Element:	Goal 3.0
	Policy 3.2
	Policy 3.3
	Policy 3.5
Housing Element:	Policy 1.1
	Policy 1.2
	Policy 1.4
	Policy 1.6
	Policy 2.2
	Policy 3.1

4.1.7 Housing

Environmental Setting

The Housing Element and the Housing Element Technical Report provide comprehensive discussions of the City's housing stock, housing needs and housing programs.

Environmental Impacts

Implementation of the General Plan Land Use Element and Housing Element may lead to an increase of 1,376 housing units in the City. Because the City is now almost completely developed, much of the growth will result from redevelopment activity and recycling to higher densities. Also, land use policy calls for approximately 10 acres of industrial land in the Ferguson Planning Area to gradually convert to high density residential use. These changes are anticipated to occur over the 15 to 20 year life of the Plan.

Housing policy calls for many of these units to be provided for low and moderate income households. The Housing Element establishes five year goals for assisting these households and other identified special needs groups with several available housing programs. The goals set forth in the Element meet or exceed identified housing needs. The Housing Element is anticipated to benefit the community.

TABLE EIR-9

PROJECTED NUMBER OF DWELLING UNITS AT BUILD-OUT

Land Use	Target Density	Acres: Existing Use	Acres: Existing Zoning	Acres: General Plan	Dwelling Units, Floor Area: Existing Use	Dwelling Units, Floor Area: Existing Use	Dwelling Units, Floor Area: General Plan
RESIDENTIAL					Dwelling Units		
Low Density	11 du/ac	*	129.5	81.6	*	2,561.0	1,192.0
Medium Density	17 du/ac	*	42.5	98.2	*	237.0	1,110.0
High Density	27 du/ac	*	127.0	316.3	*	476.0	2,121.0
TOTALS		279	299.0	496.1	3,254.0	3,274.0	4,423.0

Mitigation Measures

Implementation of the Housing Element will serve to provide needed housing for all income groups and will assist identified special needs groups. Successful implementation of land use policy could lead to a substantial increase in the number of dwelling units in the Southeast Planning Area and a modest increase in the Ferguson Planning Area.

The City will continue to aggressively implement existing housing programs outlined in the Housing Element.

4.1.8 Transportation/Circulation

Environmental Setting

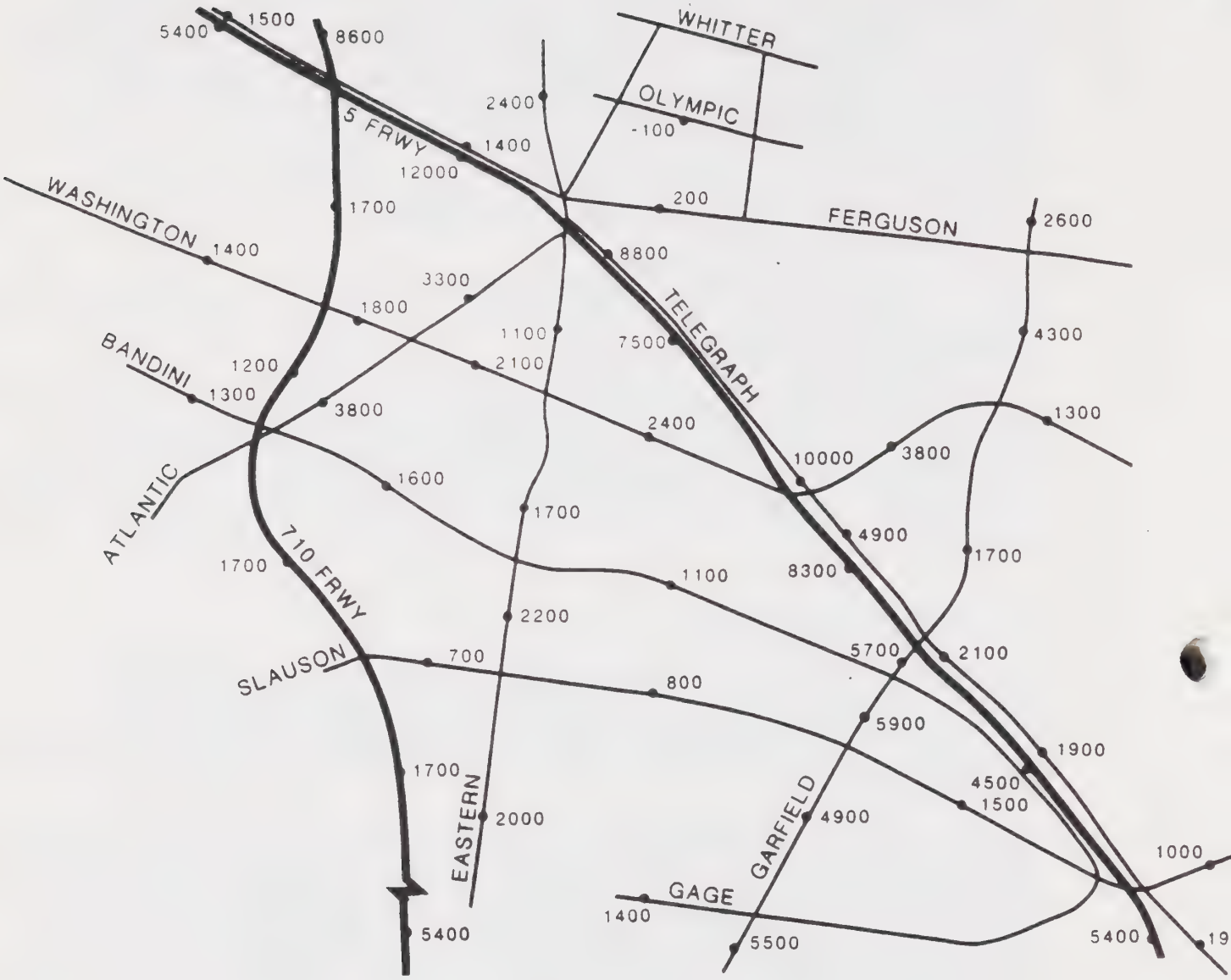
The Circulation Element and Circulation Element Technical Report describe the existing circulation system and existing problems with the system. Table C-1 in the Circulation Element identifies roadways operating at or near capacity. A discussion of roadway capacity is provided in Section 4.3 of the Technical Report.

Environmental Impact

Implementation of land use policy could result in an additional 44,700 vehicle trips per day on City roadways at project build-out. Much of the increase would result from intensification of land use in the Southeast and the Town Center Planning Areas.

Weston Pringle Associates, Traffic Engineer, prepared a traffic study based on proposed land use policy. A copy of the study is contained in Appendix B. The traffic consultant predicted future traffic volumes using standard trip generation factors (Table 2 in Appendix B). New traffic was assigned to area roadways as shown on Figure EIR-4. This information was then used to determine which roadways would be impacted adversely by the increased traffic.

Table EIR-10 summarizes the circulation impacts anticipated to result. As the table shows, roadways currently operating at or near capacity would be further impacted. The impacts may be considered adverse and significant since existing traffic problems will be exacerbated. Circulation improvements will be required to reduce the level of impact to an acceptable level.



North
not to scale

General Plan
COMMERCE

cba

Figure EIR-4
Traffic Distribution

Other roadways will not suffer significant reductions in levels of service due to implementation of land use policy.

Element and the Circulation Element Implementation Plan would serve to improve the levels of service (LOS) on impacted roadways to LOS C or better, with one exception. Garfield Avenue between Bandini Avenue and Telegraph Road will continue to operate at LOS F (Table EIR-10). This roadway section requires special study before specific mitigation measures are proposed. The City will undertake such a study in its efforts to relieve congestion City-wide.

Mitigation Measures

All of the goals and policies contained in the Circulation Element and all implementation measures serve as mitigation for project circulation impacts.

4.1.9 Public Services

Environmental Setting

Library and school services are described in Section 4.3 of the Resource Management Technical Report. Section 4.2 of the Public Safety Element Technical Report discusses fire and police protection services.

Environmental Impact

Increases in the City's population due to continued implementation of land use policy will increase the demand for library and school services. Library staff indicates that the main library currently experiences extensive use. Increased use can be anticipated. Impacts on library resources may be considered adverse but not significant. General Plan policy calls for a new main library to be constructed. Also, expanded library facilities will be provided in the new Bristow Park community and recreation center, which will begin construction in 1987.

New residential construction is anticipated to generate additional school children. Montebello School District officials state that district-wide enrollment (grades kindergarten through twelve) increases at a rate of one and one-half to two percent per year. This represents approximately 600 to 700 students per year. The increase is expected to continue at least through 1990. (Reference B-3)

The District has not established student generation factors on a students per dwelling unit basis. Data presented in the 1980 U.S. Census, however, can be used to estimate the number of students per unit. These figures may then indicate how residential growth in Commerce may contribute to district-wide growth. Table EIR-11 shows that anticipated new units could generate up to 1,459 new students. The number of new students generated each year will depend upon the number of new units built and the number of young families with school-age children moving into the City.

Current District enrollment (1986-1987 school year) stands at 51,787 students. (Reference B-3) If enrollment grows by 700 students each year between now and the year 2000, district-wide enrollment could reach 60,887 students by 2000. New students in Commerce could account for approximately 16 percent of that growth.

Both elementary schools in Commerce and the middle and high schools in Bell Gardens serving Commerce residents are now overcrowded. School district officials indicate that unless new facilities and funding sources are provided, the impact on the school system will be adverse.

Residential growth, as well as new commercial and industrial development, will create a demand for additional fire and police protection services. All units will lie within five minutes from a fire station. Additional service costs will be paid for by taxes and assessments. No significant impact of fire services are anticipated to result from growth in accord with land use policy.

The Los Angeles County Sheriff's Department may receive an increase in calls due to an increase in population. Patrols can be adjusted to meet service needs. Taxes and other fees can be used to offset any rise in service costs. Significant impacts are not anticipated.

Mitigation Measures

Policies contained in the Resource Management Element call for new main library facilities. Relevant goals and policies include:

Resource Management Element:	Goal	4.0
	Policy	4.1
	Policy	4.2
	Policy	4.3

TABLE EIR-11
STUDENT GENERATION

Age Group (Years)	Number of Persons	Students per Household(1)	Projected Number of New Units(2)	Number of Students
5-9	1,053	0.35	1,376	482
10-14	978	0.33	1,376	454
15-19(3)	1,138	0.38	1,376	523
TOTAL STUDENTS				1,459

(1) Based on 2,984 total dwelling units in 1980.
(2) Total number of new units assuming 80 percent build-out.
(3) Actual number would be lower since not all persons in age group attend school or complete high school.

Source: 1980 U.S. Census.

School impacts can be mitigated primarily in three ways. First, the school district plans to construct a new elementary school in Commerce at the corner of Gage and Garfield Avenues. The facility will directly relieve overcrowding in elementary schools. Second, the District will collect fees on all new construction projects in the City - residential, commercial and industrial - within the limits allowed by existing State law. The fees will finance school facilities and programs. Finally, the District will have access to Commerce population projections. This information will assist the District with its own long-range planning.

The Public Safety Element calls for fire and law enforcement services to be provided commensurate with City need. Fire protection and crime prevention design strategies will be incorporated into all projects. Relevant goals and policies include:

Public Safety Element:	Goal	3.0
	Policy	3.1
	Policy	3.2
	Policy	3.3
	Policy	3.4
	Policy	3.5
	Policy	3.6
	Goal	5.0
	Policy	5.1
	Policy	5.2
	Policy	5.3

4.1.10 Utilities

Environmental Setting

The City's water system is described in Section 4.2 of the Resource Management Technical Report. Water line maps are kept on file at California Water District offices.

The Los Angeles County Sanitation District is responsible for the operation and maintenance of the City's sewer system. The District operates a joint outfall system throughout the county. Sewage from Commerce can be routed to a number of treatment facilities for liquid removal and treatment. If one plant is operating at or near capacity, flows can be diverted to other facilities. District engineers indicate that the system currently operates without problems. System capacity is 385 million gallons per day (mgd), and existing demand is 362 mgd. County engineers state that expansion studies are ongoing.

Commerce Public Works officials indicate that the City's sewer system adequately services the City's needs. In redevelopment areas, new trunk lines and lateral lines are installed on a "as needed" basis. Sewer system maps are on file at the City's Public Works office, at County Sanitation District offices, and with the County Department of Public Works.

Electricity is supplied by Southern California Edison (SCE), the major electric power purveyor in Southern California. SCE maintains a 55-acre high voltage electric power easement through the center of the City. Edison's power facilities provide sufficient service to customers statewide. However, SCE has ongoing programs which predict future need and plan to meet those needs. Also, the company maintains an active public information energy conservation program.

The Southern California Gas Company supplies Commerce residents and businesses with natural gas. Several major gas mains pass through Commerce, including a large high pressure main. Gas line locations are shown on maps available at the Gas Company's district offices. Available natural gas can meet regional demands. However, gas is a diminishing resource, and conservation efforts are important at any scale.

Environmental Impact

Tables EIR-12 through EIR-15 on the following pages summarize the anticipated utilities demand of the proposed project. The tables compare anticipated demand to the estimated demand of existing development.

As the tables indicate, implementation of proposed land use policy could result in incremental demand increases for sewage capacity, electric power and natural gas. Water demand is expected to decrease. This may be due to the fact that lighter industry, including large warehousing activity, is replacing heavier industrial uses which may use greater quantities of water for materials processing and manufacturing.

Sewage peak flow volumes may increase slightly over time (from 30.15 to 30.67 cubic feet per second). Area specific improvements can be made to respond to localized demand increase. The increase is not seen to be adverse or significant.

Both electric power and natural gas consumption may rise as a result of the increased number of dwelling units. Any increase in energy consumption may be considered adverse since increased consumption depletes energy resources and contributes to basinwide air quality problems. However, in a regional context, the amount of energy consumed by Commerce is not significant. Utility purveyors can be made aware of long range growth plans and can thereby plan accordingly.

TABLE EIR-12
DAILY WATER CONSUMPTION

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	gallons/day per unit	Water Consumption (mgd): Existing Use	Existing Zoning	General Plan
RESIDENTIAL	Dwelling Units			per du			
Low Density	*	2,561	1,192	300	*	0.8	0.4
Medium Density	*	237	1,110	250	*	0.1	0.3
High Density	*	476	2,121	250	*	0.1	0.5
TOTAL RESIDENTIAL	3,254	3,274	4,423		0.9	0.9	1.2
COMMERCIAL	Floor Area (ksf)			per ksf			
Commercial	3,027	1,226	1,496	100	0.3	0.1	0.1
Commercial/ Manufacturing	0	0	32,502	100	0.0	0.0	3.3
TOTAL COMMERCIAL		1,226	33,998		0.3	0.1	3.4
INDUSTRIAL	466,266	600,412	494,399	200	93	120	99
	Acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	103	4,360	0.5	0.8	0.4
OPEN SPACE	90	18	28	4,360	0.4	0.1	0.1
TOTAL NON-RESIDENTIAL					94	121	103
TOTAL ALL USES					95	122	104

Abbreviations: du=dwelling unit; ksf=thousand square feet;
mgd=million gallons per day

TABLE EIR 13

PROJECTED SEWER SYSTEM IMPACTS

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	gallons/day per unit	Sewage Generation (mgd): Existing Use	Existing Zoning	General Plan	cfs per unit	Peak Flow (cfs): Existing Use	Existing Zoning	General Plan
RESIDENTIAL	Dwelling Units			per du				per du			
Low Density	*	2,561	1,192	250	*	0.6	0.3	0.00075	*	1.9	0.9
Medium Density	*	237	1,110	250	*	0.1	0.3	0.00075	*	0.2	0.8
High Density	*	476	2,121	200	*	0.1	0.4	0.00075	*	0.4	1.6
TOTAL RESIDENTIAL	3,254	3,274	4,423		0.8	0.8	1.0		2.4	2.5	3.3
COMMERCIAL	Floor Area(ksf)			per ksf				per ksf			
Commercial	3,027	1,226	1,496	100	0.3	0.1	0.1	0.00038	1.2	0.5	0.6
Commercial/ Manufacturing	0	0	32,502	100	0.0	0.0	3.3	0.00075	0.0	0.0	24.4
TOTAL COMMERCIAL	3,027	1,226	33,998		0.3	0.1	3.4				
INDUSTRIAL	466,266	600,412	494,399	100	46.6	60.0	49.4	0.00075	349.7	450.3	370.8
	Acres			per acre							
PUBLIC/ QUASI-PUBLIC	106	178	103	4,360	0.5	0.8	0.4	0.00188	0.2	0.3	0.2
OPEN SPACE	90	18	28	0	0.0	0.0	0.0	0.00000	0.0	0.0	0.0
TOTAL NON-RESIDENTIAL					47.4	60.9	53.3		349.9	450.6	371.0
TOTAL ALL USES					48.2	61.7	54.3		352.3	453.1	374.3

Abbreviations: du=dwelling unit; ksf=thousand square feet; mgd=million gallons per day; cfs=cubic feet per second.

* Data not available in terms of density.

TABLE EIR-14
PROJECTED ELECTRICITY DEMAND

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	mwh/year per unit	Electricity Demand (mwh/year): Existing Use	Existing Zoning	General Plan
RESIDENTIAL	Dwelling Units			per du			
Low Density	*	2,561	1,192	6	*	14,854	6,914
Medium Density	*	237	1,110	6	*	1,375	6,438
High Density	*	476	2,121	6	*	2,761	12,302
TOTAL RESIDENTIAL	3,254	3,274	4,423		18,873	18,989	25,653
COMMERCIAL	Floor Area(ksf)			per ksf			
Commercial	3,027	1,226	1,496	12	37,232	15,080	18,401
Commercial/ Manufacturing	0	0	32,502	12	0	0	399,778
TOTAL COMMERCIAL	3,027	1,226	33,998		37,232	15,080	418,179
INDUSTRIAL	466,266	600,412	494,399	5	2,098,198	2,701,854	2,224,796
	Acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	103	22	2,332	3,927	2,257
OPEN SPACE	90	18	28	4,360	392,400	80,398	123,824
TOTAL NON-RESIDENTIAL					2,530,162	2,801,258	2,769,056
TOTAL ALL USES					2,549,035	2,820,248	2,794,709

Abbreviations: du=dwelling unit; ksf=thousand square feet; mwh=megawatt hours
* Data not available in terms of density.

TABLE EIR-15

PROJECTED NATURAL GAS DEMAND

Land Use	Dwelling Units, Floor Area: Existing Use	Existing Zoning	General Plan	kcf/month per unit	Natural Gas Demand (kcf/month): Existing Use	Existing Zoning	General Plan
RESIDENTIAL	Dwelling Units			per du			
Low Density	*	2,561	1,192	4	*	9,988	4,649
Medium Density	*	237	1,110	4	*	924	4,329
High Density	*	476	2,121	4	*	1,856	8,272
TOTAL RESIDENTIAL	3,254	3,274	4,423		18,873	12,769	17,250
COMMERCIAL	Floor Area (ksf)			per ksf			
Commercial	3,027	1,226	1,496	3	8,778	3,555	4,338
Commercial/ Manufacturing	0	0	32,502	3	0	0	94,257
TOTAL COMMERCIAL	3,027	1,226	33,998		8,778	3,555	98,595
INDUSTRIAL	466,266	600,412	494,399	3	1,538,678	1,981,359	1,631,517
	Acres			per acre			
PUBLIC/ QUASI-PUBLIC	106	178	103	87	9,222	15,528	8,926
OPEN SPACE	90	18	28	0	0	0	0
TOTAL NON-RESIDENTIAL					1,556,679	2,000,442	1,739,038
TOTAL ALL USES					1,575,552	2,013,211	1,756,288

Abbreviations: du=dwelling unit; ksf=thousand square feet; kcf=thousand cubic feet

* Data not available in terms of density.

Mitigation Measures

Goals and policies contained in the Resource Management Element call for the City to aid in the conservation and protection of water and energy resources in the Southern California region. Relevant mitigation measures include:

Resource Management Element:	Goal	1.0
	Policy:	1.2
	Policy:	1.3
	Policy:	1.4
	Policy:	1.5
	Policy:	1.6
Public Safety Element:	Goals	4.0
	Policy:	4.1
	Policy:	4.2

4.1.11 Recreation

Environmental Setting

The City's park and recreation resources are described in Section 2.1 of the Resource Management Element and Section 4.3 of the Resource Management Element Technical Report.

Environmental Impact

The Park Facilities Plan contained in the Resource Management Element states that the City will maintain a minimum standard of 2.5 acres of park space per 1,000 residents. As indicated in the Population section of this EIR, Section 3.2.6, the City's build-out population is estimated to be 15,906. If the stated park land standard is to be maintained, the City will need to provide 39.8 acres of park space (15,906 divided by 1,000 times 2.5 acres).

Existing park area encompasses 36.3 acres. This figure does not include Camp Commerce near Lake Arrowhead (in the San Bernardino Mountains). In order to maintain the expressed goal of 2.5 acres of park space per 1,000 population, the City will need to add 3.5 acres to its local parkland inventory. General Plan policy calls for additional park spce to be added to Veterans' Park and for open space to be incorporated into the Ferguson neighborhood specific plan. This additional area, together with the facilities provided a Camp Commerce, will allow the City to achieve the goals of the Resource Manangment Element. Impacts on recreation facilities and programs are not seen to be significant.

Mitigation Measures

The Park Facilities Plan (Section 2.1) and the goals and policies contained in the Resource Management Element will provide for additional park facilities and recreation programs as needed. Relevant goals and policies include:

Resource Management Element:	Goal	3.0
	Policy	3.1
	Policy	3.2
	Policy	3.3
	Policy	3.8
	Policy	3.9
	Policy	3.11

Also, the Land Use Policy Map indicates the location of park space.

4.2 Unavoidable Significant Impacts That Cannot Be Reduced To Acceptable Levels

The analysis presented in Sections 4.1.1 through 4.1.11 indicates that implementation of the Commerce General Plan will result in significant impacts in two issue areas: air quality and transportation/circulation. Circulation impacts can be substantially mitigated. However, air quality impacts cannot be reduced to acceptable, less than significant levels. The City must make a Statement of Overriding Considerations as prescribed by CEQA, Section 15093b, if the General Plan is to be adopted as proposed.

4.3 Adverse Environmental Effects

Although improvements to the circulation system will reduce impacts to less than significant levels, increased traffic on roadways may still be considered adverse. In particular, Garfield Avenue between Bandini Boulevard and Telegraph Road will continue to operate at Level of Service F during peak period. A special study will need to be undertaken to determine how to improve circulation in this area.

The school district considers impacts on the school system to be adverse even though new development will generate funding for school facilities and programs.

4.4 Non-Significant Environmental Effects

The initial study prepared for this project found that implementation of the General Plan posed no significant, adverse impacts to the following environmental resources:

Earth: The City is almost completely urbanized. The proposed land use changes will not impact undeveloped land and will not modify topographic or geologic features.

Water: Because the City is virtually built out, development in accord with the Plan is not anticipated to alter absorption rates, drainage patterns, surface runoff or groundwater levels.

Biota: No rare or endangered plant or animal species are present within the City. The Resource Management Element emphasizes the need to preserve existing plant resources.

Risk of Upset: The Public Safety Element stresses the importance of proper emergency preparedness. The Land Use and Housing Elements call for the separation of residential and industrial uses.

Energy: As indicated in Section 4.1.10, development facilitated by the General Plan will increase the City's long-term demand for energy by a small amount. In a regional context, Commerce uses a small amount of energy.

Human Health: Goals and policies in all General Plan elements emphasize the need to protect residents from the hazards associated with living in the urban environment.

Aesthetics: The Land Use Element contains goals which call for the elimination of blight City-wide.

Cultural Resources: The Resource Management Element provides for recognition and preservation of the City's cultural and historical resources.

5.0 ALTERNATIVES TO THE PROPOSED PLAN

During the course of General Plan preparation, City staff and the General Plan Advisory Group considered several land use plan alternatives. The alternatives involved minor variations in land use policy. Of the many alternatives considered, the one selected (proposed land use policy) represents the City's vision of a balanced, integrated community.

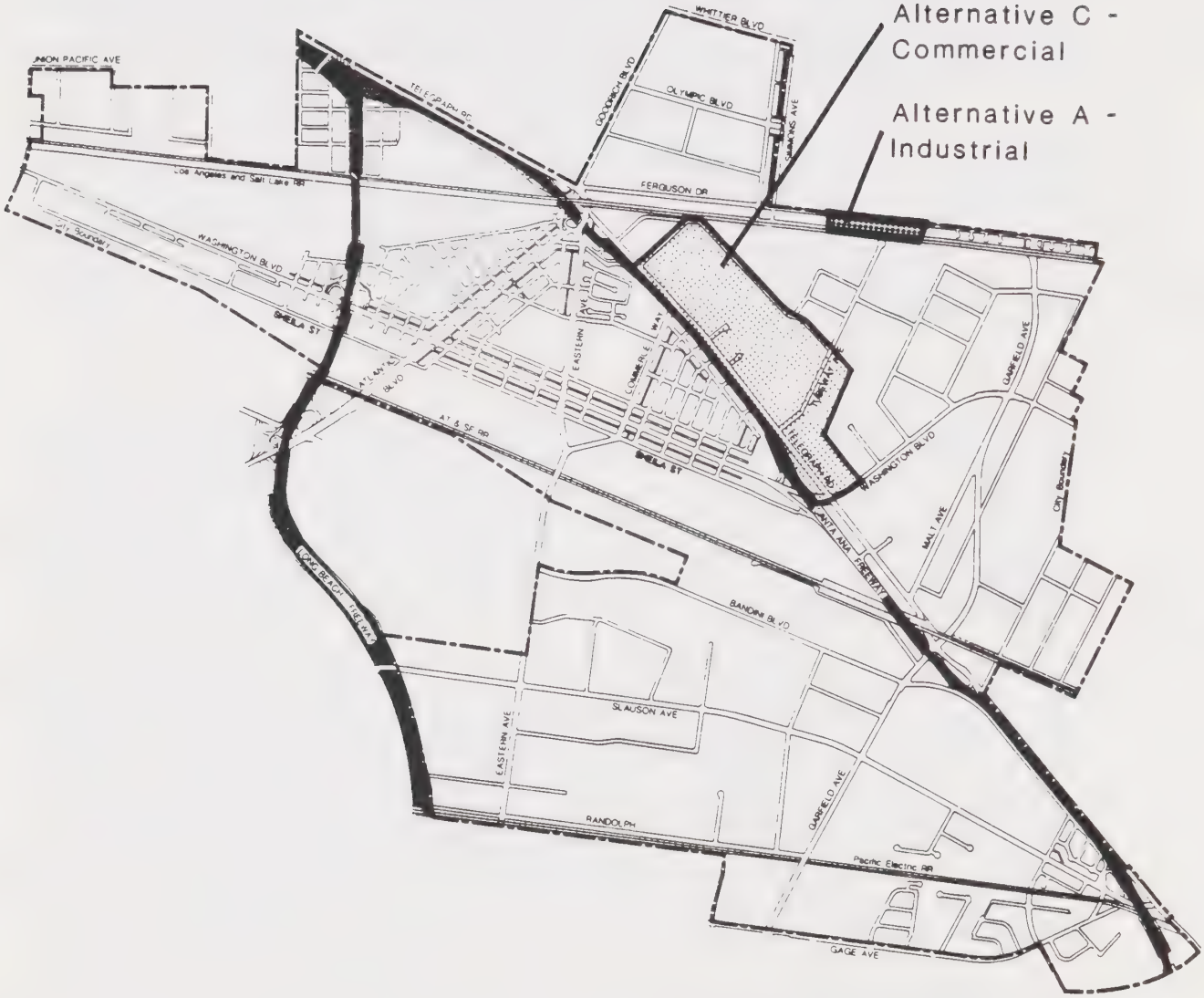
Because the existing land use patterns in Commerce are well established and the preferred land use policy does not propose significant changes to this pattern (refer to Figure 4-1 in Section 4.1.4, Land Use), the alternatives considered also do not differ substantially from the proposed policy or existing land use patterns. Three alternatives are described below, and two are shown on Figure EIR-5.

Alternative A: No Project

The No Project alternative assumes that the City builds out as prescribed by the existing zoning ordinance and zoning map. Because the existing General Plan (prepared in 1974) does not specify building intensities, and because the land use pattern generally conforms to existing zoning patterns, the Existing Zoning and Existing General Plan may both be considered the No Project Alternative.

The No Project alternative has been analyzed where appropriate throughout this EIR. Table EIR-16 summarizes the anticipated impacts. As the table indicates, implementation of proposed land use policy could reduce the level of impact of long-term growth. In particular, air quality and circulation impacts would be less significant. In a sense, implementation of proposed land use policy may be considered a mitigation measure against the effects of unchecked, long-term growth. Proposed land use policy is seen to be environmentally superior to existing policy.

It is appropriate to note at this point that the proposed residential land use policy in the Bandini-Rosini, Rosewood and Northwest Planning Areas accurately reflects existing land uses. In the past, lots have been over-zoned. For example, many lots zoned R-3, due to size and configuration, could not support the intensity of R-3 development. The proposed land use policy reflects residents' desire to maintain the character of these neighborhoods.



North

0 3000

scale in feet

General Plan

COMMERCE

cba

Figure EIR-5
Land Use Alternatives

TABLE EIR-16
SUMMARY OF IMPACTS

Impact	Existing Zoning	General Plan
Air Quality		
(lbs/day)		
1. CO	135,826	123,108
2. HC	14,888	13,571
3. NOx	36,519	34,636
4. SOx	13,997	13,622
5. Part.	5,629	5,225
Circulation		
Trips/day	307,749	315,568
Population	16,547 (1)	15,906
Housing		
Number of Units (80% capacity)	4,460	4,424
Utilities		
1. Water (mgd)	122	104
2. Sewer (cfs)	453	377
3. Electricity (mwh/yr)	2,832,316	2,809,421
4. Gas (Kcf/mo)	2,016,057	1,759,756

Abbreviations: mgd = million gallons per day;
cfs = cubic feet per second;
mwh/yr = megawatt hours per year;
kcf/mo = thousand cubic feet per month.

(1) Based on a City-wide average of 3.71 persons per unit.

Alternative B: Ferguson Planning Area

Alternative B is the same as the proposed land use plan with the following exception : the existing 10 acres of industrial development in the Ferguson Planning Area remains industrial. (Land use policy calls for the area to be redeveloped gradually with high density residential uses.) This alternative reduces the dwelling unit 80 percent build-out capacity by approximately 216 units. The build-out population would be reduced accordingly.

Alternative B offers a means to reduce the impacts on schools and other public services. Impacts on these facilities, however, have not been found to be significant. Given the existing need for housing, particularly low cost housing, in Commerce and throughout this area of Los Angeles County, the reduction in the potential number of housing units may be considered adverse. Also, the continued presence of industrial businesses in a residential neighborhood would create continuing problems related to land use incompatibility (e.g. traffic, noise). For these reasons the City determined that residential uses are more appropriate than industrial uses along Ferguson Boulevard.

Alternative C: Limited Commercial/Manufacturing

Early in the planning process City staff examined the appropriateness of the Commercial/Manufacturing (CM) designation in selected areas of the City. Staff considered applying the Commercial (C) designation, rather than CM to the Telegraph Road corridor, from Hoefner Avenue to Washington Boulevard (Figure 5-1). Staff felt commercial uses would better benefit the community and surrounding communities.

The Commercial designation, however, does not support the use of existing warehouse uses and would not permit as wide a range of uses on the Uniroyal site as would the CM designation. Also, commercial uses have the potential to generate more traffic along an already crowded route. The CM designation better meets the City's goals to support a strong and diversified industrial base and to encourage development of distinct retail commercial centers.

6.0 ANALYSIS OF LONG-TERM AND CUMULATIVE EFFECTS

6.1 Relationship Between Local Short-Term Uses and Maintenance and Enhancement of Long-Term Productivity

As indicated throughout this EIR, the proposed project will be built out over the 15 to 20 year lifetime of the Plan. All impacts are considered to be incremental and long-term rather than immediate. By identifying the potential impacts to the environment early in the planning process, the City and other responsible government agencies can anticipate the levels of impact and can take measures to reduce the impacts to acceptable levels.

The project allows for reasonable growth which may respond to regional pressures for increased housing and business opportunities. If the City subsequently finds that regional housing demand falls off, the Plan may easily be amended to reduce the intensity of planned residential development in specific areas of the City.

6.2 Any Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Action Should It be Implemented

As redevelopment occurs throughout the City, building materials and energy resources will be irretrievably committed to long-term uses. Measures can be taken to conserve energy resources, and in some instances building materials can be recovered through redevelopment activity. In general, however, use of these resources will reduce long-term availability. The impact will not be significant in either a local, regional, or statewide sense because all construction activity involves the irretrievable commitment of resources. New resources are discovered to replace those found to be in short supply. The City should work with developers to conserve resources whenever possible. Goals and policies in the Resource Management Element call for resource conservation.

6.3 Growth-Inducing Effects

Adoption of the General Plan does not so much induce growth as it does to accommodate growth and to provide the mechanism to control it.

Implementation of the proposed General Plan will lead to an increase in the City's residential population and will lead to continued redevelopment and new types of growth in the industrial and commercial sectors. Residential growth will increase the demand for City services. However, growth through redevelopment should augment the City's tax base and should provide adequate funds to finance necessary service increases. Also, new residential development will pay for needed services.

The environmental effects related to individual projects will need to be assessed when such projects are proposed. The City will impose conditions designed to reduce environmental effects. Regular updating of the General Plan and the General Plan EIR will assist in the early identification of necessary mitigation measures.

6.4 Cumulative Impacts

CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (Section 15355). CEQA Guidelnes further note that the individual effects may result from an individual project, or the impacts may be related to implementation of a number of probable future projects.

Growth in Commerce, combined with anticipated growth throughout the Los Angeles region, will add to regional environmental problems. Growth forecasts prepared by SCAG indicate that the population of Los Angeles County will increase to 8,524,000 by the year 2000. This represents a 0.5 percent average annual growth rate between 1984 and 2000. The Draft Environmental Impact Report prepared for SCAG's growth policy forecast indicates that continued growth could result in widespread environmental impacts. In Los Angeles County, and the Commerce are in particular, the following issue areas could be impacted significantly by continued growth: water quality and quantity; air quality; transportation; wastewater treatment and disposal; and employment. Anticipated environmental impacts related to growth in the entire SCAG region are described in the "Draft Environmental Impact Report on SCAG 82 Growth Forecast Policy."

These concerns are regional issues which require regional solutions. A number of regional agencies (South Coast Air Quality Management District, Caltrans, SCAG) are responsible for coordinating efforts to mitigate regional environmental concerns. The SCAQMD has adopted a regional Air Quality Management Plan which outlines strategies to improve, or slow the degredation of, regional air quality. Caltrans and other transportation agencies continually work to mitigate traffic

concerns. State and local agencies have established plans and programs designed to improve domestic water quality and ensure adequate water supplies, and to manage domestic and hazardous industrial waste materials.

As indicated in this EIR, the goals and policies contained in the Commerce General Plan call for the City to participate in regional resource conservation and other environmental programs. Implementation of the goals and policies, as outlined in the General Plan Implementation Plan, will help mitigate the anticipated cumulative environmental effects.

7.0 References

A. Project Consultants and Preparers of the EIR

1. Cotton/Beland/Associates
   Urban and Environmental Planning
   1028 North Lake Avenue, Suite 107
   Pasadena, California 91104

   Principal: Donald A. Cotton
   Project Manager: Marc Blodgett
   Planner: Laura R. Stetson

2. Weston Pringle and Associates
   Traffic and Transportation Engineering
   2651 Chapman Avenue, Suite 110
   Fullerton, California 92631

   Principal: Weston Pringle
   Associate: Steve Sasaki

3. Mestre Greve Associates
   280 Newport Center Drive, Suite 230
   Newport Beach, California 92660

   Principal: Vincent Mestre
   Associate: Paul Dunholter

B. Persons or Organizations Consulted

1. City of Commerce
   Department of Community Development
   (213) 722-4805

2. City of Commerce
   Department of Public Works
   (213) 722-4805

3. Sal Traslavinia
   Montebello School District
   (213) 726-1225

C. Documents

1. "Draft Commerce General Plan and Technical Report," City of Commerce, 1987.

2. "Air Quality Handbook for Environmental Impact Reports," South Coast Air Quality Management District, December 1983.

3. California Environmental Quality Act - Statutes and Guidelines, State Office of Planning and Research, June 1986.

Appendix A

COMMERCE GENERAL PLAN UPDATE

NOTICE OF PREPARATION/INITIAL STUDY

MARCH, 1987

TABLE OF CONTENTS

NOTICE OF PREPARATION

TO: _____

_____
(Address)

_____

FROM: City of Commerce
Community Development Dept.

2535 Commerce Way
(Address)

Commerce, CA 90040

SUBJECT: **Notice of Preparation of a Draft Environmental Impact Report**

City of Commerce Community Development Dept. will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study X is, ___ is not, attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Robert Zarrilli, Senior Planner, at the address shown above. We will need the name for a contact person in your agency.

Project Title: City of Commerce General Plan Update

Project Applicant, if any: N.A.

DATE March 6, 1987 Signature Robert Zarrilli

Title Senior Planner

Telephone (213) 722-4805, ext 337

Reference: California Administrative Code, Title 14, Sections 15082(a), 15103, 15375.

Background of Project

In 1985, the City Council authorized the update of the 1974 Commerce General Plan to bring it into conformance with State Law and to provide a firm basis for development decisions in the future. The General Plan Update consists of 4 primary components: the Background Analysis (Background Report), Alternative Identification (Issues, Goals, and Policies Report), General Plan (General Plan Elements) and the Environmental Assessment (Environmental Impact Report).

The City of Commerce General Plan will include the following State mandated elements: Land Use, Housing, Circulation, Public Safety (Safety and Seismic Safety), Resource Management (Open Space and Conservation) and Noise.

The City of Commerce was incorporated in January of 1960, with a population of 9,555. The population of the city has grown by 24.4 percent to 11,884, as of 1985. Over 88% of the city is zoned and used for industrial or manufacturing purposes, with only 8% developed as residential.

Project Location

The City of Commerce is located in the East-Central section of Los Angeles County, approximately six miles east of downtown Los Angeles. Major regional access to the City is provided by the Santa Ana Freeway (I-5), the Pomona Freeway (60) and the Long Beach Freeway (I-710). The city has a total of 6.6 square miles, nearly all of which is developed. The regional location of the city is indicated in Figure 1.

Characteristics of the Plan

The Commerce General Plan includes practical measures that will serve to implement the goals and policies in the individual elements. The key goals for these elements are identified as follows:

Land Use Element

Encourage development of retail commercial centers.

Ensure land use compatibility within the City's four planning areas.

Support the preservation of the existing low density residential neighborhoods in Planning Area 2.

Maintain a strong and diversified industrial base.

Housing Element

Provide a wide range of housing to meet the existing and future needs of the City.

Encourage the maintenance of the existing housing stock.

Preserve the existing single-family character of low density residential neighborhoods in Planning Area 2.

Protect residential properties from the hazards and health risks associated with industrial development.

Circulation Element

Provide a plan for a coordinated street circulation system.

Ensure the provision of adequate off-street parking and loading facilities for business and residential uses.

Separate traffic associated with commercial and industrial uses from residential neighborhoods.

Encourage the use of alternate transportation modes.

Public Safety Element

The City will work to protect all City residents and workers from hazardous materials and the hazards associated with the transportation of these materials.

Resource Management Element

Aid in the conservation and protection of the air, water, energy and land in the Southern California region.

Encourage the preservation of the existing plant resources in the City.

Maintain the existing park and recreational facilities.

Establish formal recognition of the City's cultural and historical resources.

Continue to provide a wide variety of social service programs to City residents.

Noise Element

Provide for measures to reduce noise impacts from transportation noise sources.

Incorporate noise considerations into land use planning decisions.

Develop measures to control non-transportation noise impacts.

Environmental Review

An Initial Study prepared for the plan found that there was a potential for significant environmental impacts if the proposed plan were implemented (see attached). The City of Commerce, as Lead Agency, determined that an environmental impact report (EIR) was necessary to assess the potential environmental impacts that would be anticipated to result from the implementation of the proposed plan.

The CEQA Law and Guidelines recognize the difficulty in the application of the CEQA Law and Guidelines to a local general plan. Section 15176 of the CEQA Law and Guidelines state:

"An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with a greater degree of accuracy."

The EIR prepared for the General Plan will focus on secondary effects that may be expected with the adoption and subsequent implementation of the General Plan especially the Land Use Element. The anticipated impacts of the General Plan are related to implementation of the Land Use Element, with potential impacts resulting in changes of:

- Air Quality,
- Noise,
- Light and Glare,
- Land Use,
- Natural Resources,
- Population,
- Housing,
- Transportation/Circulation,
- Public Services,
- Utilities, and
- Recreation.

Following is an explanation of the yes, no and maybe answers reflected in the Initial Study checklist. Greater detail will be given in the Environmental Impact Report for those areas assessed to have possible and probable significant impacts.

1. Earth: The City of Commerce is almost completely urbanized. No proposed land use changes will impact undeveloped land involving topographic changes or modification to geologic features.

2. Air Quality: The adoption of the General Plan could result in increased traffic and traffic distribution, which could result in a substantial increase in air emissions or the deterioration of local ambient air quality. Any increase in air quality resulting from the adoption of the General Plan will be evaluated in the EIR.

3. Water: The City of Commerce is almost completely urbanized. Additional significant changes in land use are not anticipated to alter present absorption rates, drainage patterns, surface runoff, or ground water levels. No existing water bodies or water courses are altered with the new General Plan. No impacts are anticipated from the adoption of the General Plan.

4. Plant Life: The City of Commerce is almost completely urbanized. No change in land use is anticipated to significantly impact existing plant communities in the City. Goals and policies included in the Resource Management Element emphasizes the need to maintain existing plant resources.

5. Animal Life: The City of Commerce is almost completely urbanized. No change in land use is anticipated to significantly impact existing animal communities in the City.

6. Noise: Increased traffic or traffic distribution could occur with the adoption of the proposed General Plan. An increase of noise from traffic and traffic distribution could result. Any impact in increased noise resulting from the implementation of the General Plan will be evaluated in the EIR.

7. Light and Glare: Redistribution of land uses proposed in the General Plan update could result in exposure of sensitive land uses to light and glare. Any impact resulting from the implementation of the General Plan will be evaluated in the EIR.

8. Land Use: The proposed Land Use Element of the General Plan may result in a substantial alteration of the present and planned land uses in the area. All impacts resulting from the redistribution of land uses within the city will be evaluated in the EIR.

9. Natural Resources: The proposed General Plan may result in an increase in natural resource consumption. Increased residential and commercial uses proposed by the plan could have an effect on long term needs for natural resources. All impacts resulting from the adoption of the General Plan will be evaluated in the EIR.

10. Risk of Upset: Goals and Policies addressed in the Public Safety Element will protect City residents and workers from hazardous materials and coordinate emergency response plans. No impacts are anticipated with the adoption of the General Plan.

11. Population: The proposed Land Use Element will result in the alteration of the location, distribution, density and growth rate of the human population of the area. All impacts associated with this alteration will be evaluated in the EIR.

12. Housing: The proposed Land Use Element will affect existing housing and create a demand for additional housing. Impacts associated with housing will be evaluated in the EIR.

13. Transportation/Circulation: Adoption of the proposed General Plan and Land Use Element may result in the generation of additional traffic and parking needs, impact existing transportation systems, alter present patterns of circulation and movement, and may increase traffic hazards. Impacts associated with transportation and circulation changes will be evaluated in the EIR.

14. Public Services: The proposed General Plan Land use Element may have impacts associated with school service, parks and other recreational facilities, the maintenance of public facilities and other governmental services. Impacts associated with public services will be evaluated in the EIR.

15. Energy: The proposed General Plan Update is not anticipated to result in a substantial increase in the use of fuel or energy, nor in the demand of existing sources of energy. No impacts are expected from the adoption of the General Plan.

16. Utilities: The proposed General Plan Land Use Element will result in the increased need or alteration of existing utilities. Utilities impacted may include power or natural gas, communication systems, water, sewer, storm water drainage and solid waste and disposal. All impacts associated with the adoption of the General Plan will be evaluated in the EIR.

17. Human Health: The goals and policies proposed by the Public Safety Element will prevent any anticipated impacts resulting from the adoption of the General Plan.

18. Aesthetics: Goals and policies in the proposed General Plan will prevent any impacts associated with aesthetics resulting from the adoption of the General Plan.

19. Cultural Resources: The City of Commerce is almost completely urbanized. No substantial impacts are anticipated with regards to archaeological, paleontological or historical sites. The Resource Management Element will establish formal recognition of the City's cultural and historical resources, protecting all existing and future significant resources.

The EIR will consider a range of plan alternatives including:

- "No Project" - existing General Plan Elements would continue to define land use policy.
- Existing Zoning - General Plan land use policy would be adjusted to conform with existing Zoning designations.
- No Commercial/Manufacturing designation on Washington Boulevard and Telegraph Road. Areas are currently designated Industrial and Mixed Use.

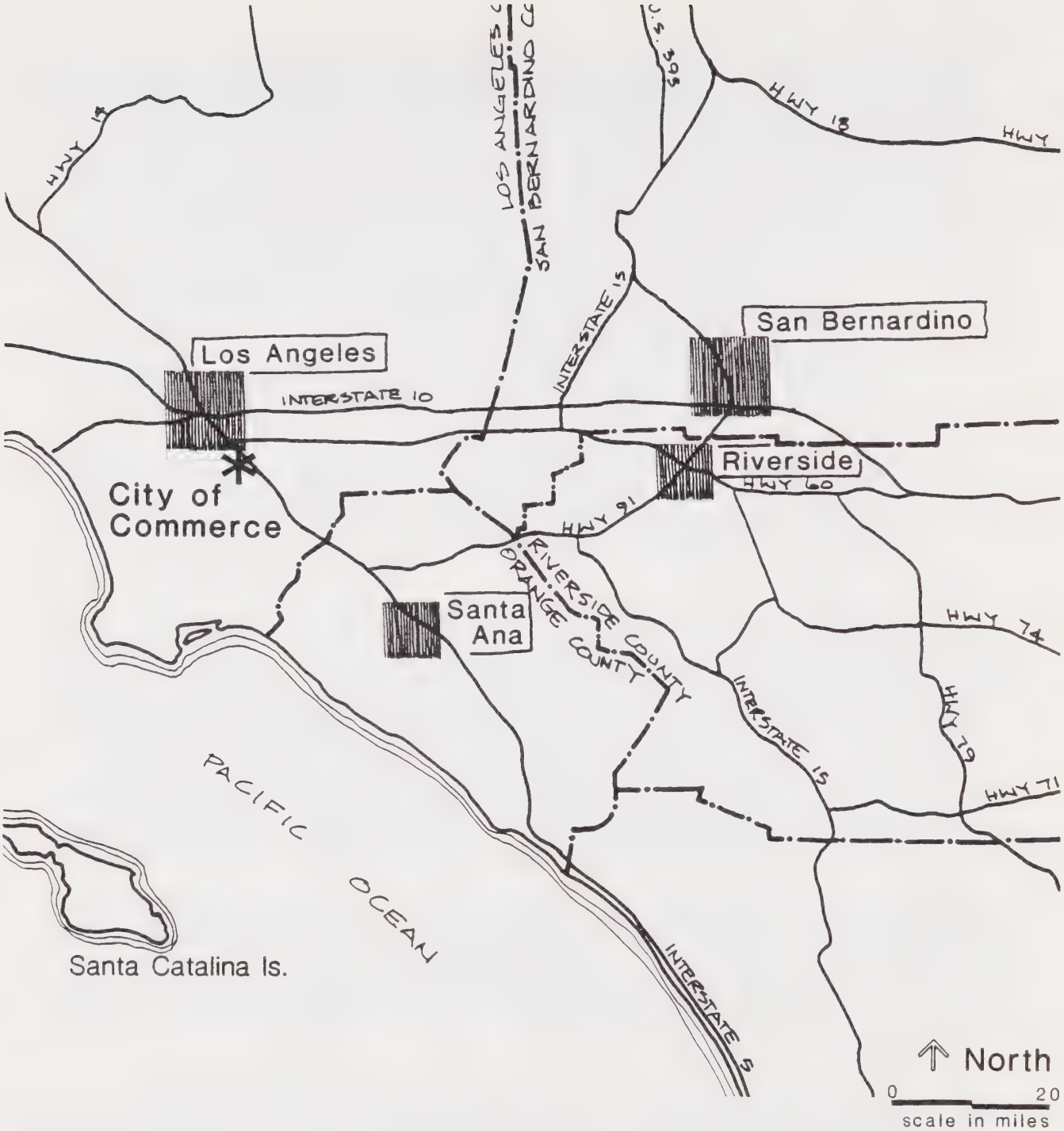
Related Plans

The implementation of the proposed General Plan will require modification to the existing Zoning Ordinance and Map. State Law (Government Code Section 65860) requires consistency between land use policies identified in the Land Use Element and the zoning map. Consistency between the General Plan Land Use Element and the Zoning Ordinance is required since the Zoning Ordinance serves as the primary implementation tool for the Land Use Element. The General Plan elements must also be internally consistent in order to provide an orderly and coherent document.

The Commerce Redevelopment Agency has actively pursued several redevelopment projects and plans within the city including residential, industrial, and commercial uses. All Plan Elements should take into account all previously approved projects and plans to avoid duplication and maintain consistency.

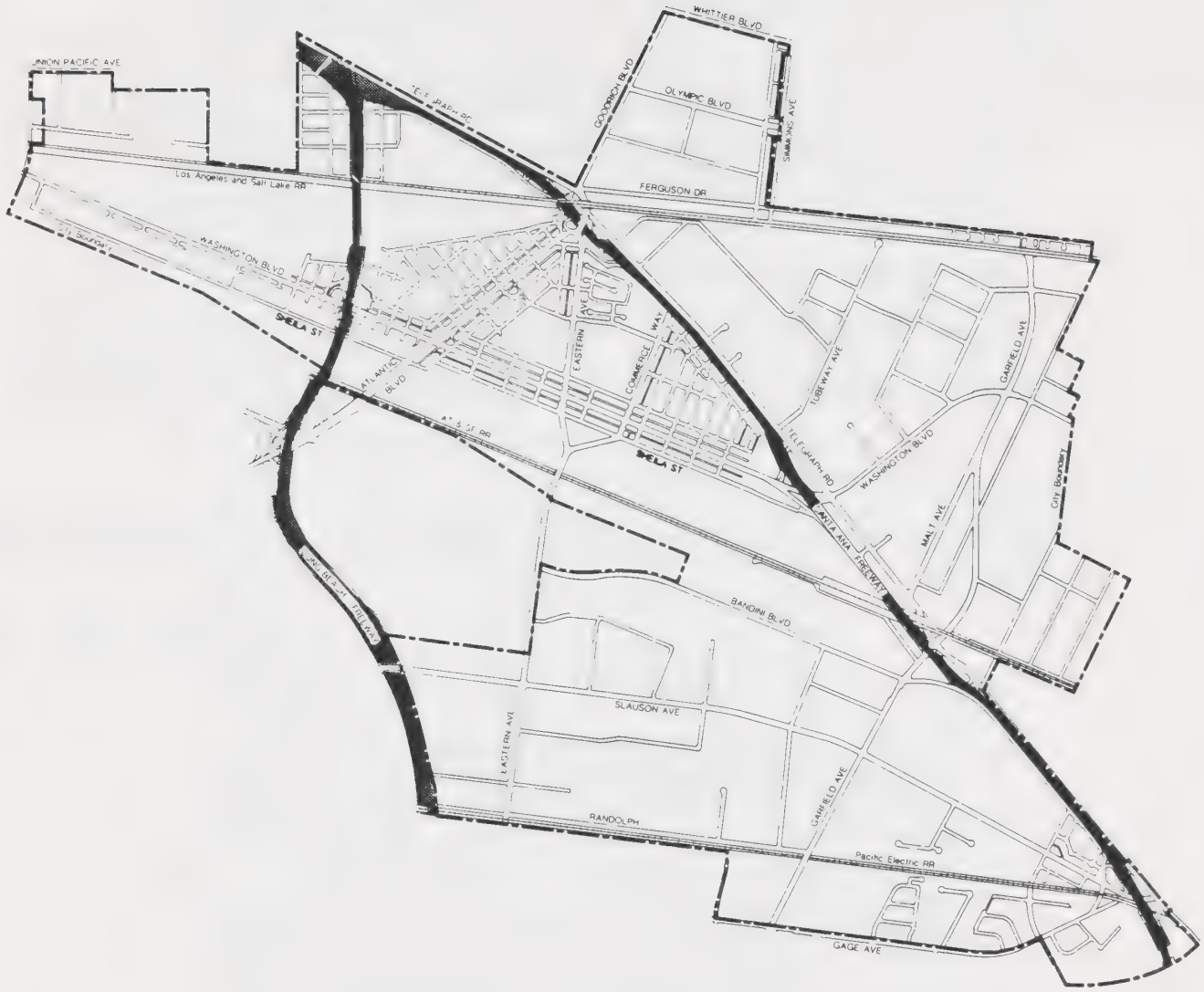
Discretionary Actions

Approval of the General Plan Update will involve adoption by the City Council of the General Plan Elements, and subsequent rezoning for Land Use consistency with the General Plan.



General Plan
COMMERCE

Figure 1
Regional Location



North

0 3000

scale in feet

General Plan

COMMERCE

Figure 2
City of Commerce
Project Boundary

ENVIRONMENTAL CHECKLIST

I. Background

1. Name of Proponent City of Commerce

2. Address and Phone Number of Proponent
   Commerce City Hall
   2535 Commerce Way, Commerce, CA 90040 (213) 722-4805

3. Date of Checklist Submitted

4. Agency Requiring Checklist Planning Department, City of Commerce

5. Name of Proposal, if applicable General Plan (all elements) 1986

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	Yes	Maybe	No
1. **Earth.** Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?			X
c. Change in topography or ground surface relief features?			X
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?			X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?			X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?			X

	Yes	Maybe	No
2. **Air.** Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?			X
3. **Water.** Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X
c. Alterations to the course or low of flood waters?			X
d. Change in the amount of surface water in any water body?			X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?			X
f. Alteration of the direction or rate of flow of ground waters?			X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
h. Substantial reduction in the amount of water otherwise available for public water supplies?			X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?			X
4. **Plant Life.** Will the proposal result in:			X
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X

	Yes	Maybe	No
b. Reduction of the numbers of any unique, rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X
5. **Animal Life.** Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?			X
6. **Noise.** Will the proposal result in:			
a. Increases in existing noise levels?		X	
b. Exposure of people to severe noise levels?		X	
7. **Light and Glare.** Will the proposal produce new light or glare?		X	
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area?		X	
9. **Natural Resources.** Will the proposal result in:			
a. Increase in the rate of use of any natural resources?		X	
10. **Risk of Upset.** Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X

	Yes	Maybe	No
b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X		
12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing?	X		
13. **Transportation/Circulation.** Will the proposal result in:			
a. Generation of substantial additional vehicular movement?		X	
b. Effects on existing parking facilities, or demand for new parking?		X	
c. Substantial impact upon existing transportation systems?		X	
d. Alterations to present patterns of circulation or movement of people and/or goods?		X	
e. Alterations to waterborne, rail or air traffic?			X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	
14. **Public Services.** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?			X
b. Police protection?			X
c. Schools?		X	
d. Parks or other recreational facilities?		X	
e. Maintenance of public facilities, including roads?		X	
f. Other governmental services?		X	
15. **Energy.** Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?			X

	Yes	Maybe	No
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?			X
16. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities:	X		
17. **Human Health.** Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Exposure of people to potential health hazards?			X
18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?			X
19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?		X	
20. **Cultural Resources.**			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?			X
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X
21. **Mandatory Findings of Significance.**			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate			

	Yes	Maybe	No
important examples of the major periods of California history or prehistory?			X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)		X	
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)		X	
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

III. Discussion of Environmental Evaluation
(Narrative description of environmental impacts.)

IV. Determination
(To be completed by the Lead Agency.)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ☐

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☒

March 6, 1987
Date

Robert Zarilli
Signature

For _____

Appendix B

Weston Pringle and Associates

TRAFFIC & TRANSPORTATION ENGINEERING

March 3, 1987

Mr. Marc Blodgett
Cotton/Beland/Associates
1028 N. Lake Avenue, Suite 107
Pasadena, CA 91104

Dear Mr. Blodgett

We have reviewed the "existing street and highway systems," prepared by Cotton/Beland/Associate and have prepared an analysis based on the proposed land use policy. The following report includes Cotton/Beland/Associates analysis and material is well as studies completed by Weston Pringle and Associates.

INTRODUCTION

A sensible circulation system allows for the efficient movement of people and goods in and around the City. The Circulation Element is concerned with establishing policies and programs which will improve the ability of all systems to meet the transportation needs of the City of Commerce.

STATE REQUIREMENTS

State law requires every general plan to contain a circulation element which, at a minimum, must identify the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the land use element of the general plan" [Section 653002 (b)]. Items of particular concern to the City of Commerce include:

- Streets, highways and freeways;
- Truck Traffic
- Parking facilities;
- Transit and rapid transit;
- Railways;
- Paratransit (e.g. carpooling, vanpooling, taxi service);
- Bicycle and pedestrian facilities;

2651 EAST CHAPMAN AVENUE • SUITE 110 • FULLERTON, CALIFORNIA 92631 • (714) 871-2931

- Heliports;
- Utility transmission facilities; and
- Oil and gas pipelines.

This Element serves to summarize circulation issues and concerns, and to propose goals, policies and implementation measures which address these concerns.

EXISTING CONDITIONS

Commerce is serviced by a network of freeways, railways and urban arterials which in part have contributed to the extensive industrialization of the City. The presence of industries and major transportation corridors create unique circulation problems which impact both City's residential and business populations.

Streets, Highways and Freeways

The City of Commerce is served by two freeways which provide direct access to the regional system of Interstate and State freeways. The two freeways, the Santa Ana Freeway and the Long Beach Freeway, meet at a full interchange in the extreme northwestern portion of the City.

The Santa Ana Freeway (Interstate 5) traverses the City from the northwest to the southeast. Within the City, full access is provided by ramps at Eastern Avenue, Washington Boulevard, and Garfield Avenue while Slauson Avenue provides all but northbound on-ramp access. The current traffic volume of the freeway between Slauson and Garfield is 207,000 vehicles per day (VPD), Garfield to Washington it is 208,000 VPD, and the volume between Washington and Atlantic is 178,000 VPD.

The City is also served by the Long Beach Freeway (Interstate 710) which crosses the westernmost section of the City. Full access to the Long Beach Freeway is provided by ramps at Washington Boulevard and Atlantic Boulevard. Volumes on this freeway are approximately 176,000 VPD from the I-5 to Washington, and 170,000 VPD from Washington to Florence.

The City of Commerce contains approximately 66 miles of publicly maintained roadways under the responsibility of the City of Commerce Public Works Department. The Public Works Department contract with Los Angeles County for road maintenance.

Roadways within cities generally are categorized according to function, design, and traffic load capacity. These classifications may vary somewhat from city to city though they generally have more in common than differences. The City of Commerce established a street classification system which is described in the City's General Plan adopted in 1974. The classification system the General Plan describes the categories of roadways and include specific design standards, right-of-way width, pavement width, number of lanes, and other improvements. The General Plan also categorized the existing roadways in their appropriate classification as depicted in Figure 1. The present classification system consists of three categories:

Freeways: Roadways in this category are high-speed, multiple lane facilities with grade separations and restricted access. The Long Beach and Santa Ana freeways are in this category.

Major Arterials: The main function of this classification is to provide regional, subregional, and intra-city travel service. These roadways are multi-lane facilities with through traffic comprising the bulk of the traffic volumes. Roadways categorized as major arterials include Washington Boulevard, Telegraph Road, Garfield Avenue, Atlantic Boulevard, Eastern Avenue, Olympic Boulevard and Slauson Avenue.

Local Collectors: The collector roadway system is generally designed for more intra-city travel rather than providing direct access to individual parcels. Collectors divert and direct traffic from local streets to the arterial roadways. Roads in this category include Goodrich Boulevard, Simmons Avenue, Ferguson Drive, Harbor Street, Commerce Way, Bandini Boulevard, and Gage Avenue.

Freeway

Major Arterial

Local Collector

North

0 3000

scale in feet

General Plan

COMMERCE

Figure 1
Existing Roadway Classifications

The Transportation Element, which recognizes the functional roadway classification described above, provides recommended design standards for arterial and collector streets. The Transportation Element provides "recommended street cross sections" which are reproduced in Figure 2.

Existing Analysis

Existing roadway conditions were examined to identify over capacity locations and determine potential mitigation locations. Roadway capacity values and 24-hour volume counts were provided by the County of Los Angeles Department of Public Works. It was determined that the counts may be conservative in nature, as the counting method may not have accurately reflected truck traffic.

The volume/capacity (V/C) ratios were then related to Level of Service (LOS) values, which are qualitative descriptions of roadway operations. the LOS values range from "A" the best to "F", the worst. LOS D is generally accepted as the maximum acceptable level in an urban environment. Table 1 shows the V/C and LOS for various locations throughout the City of Commerce. The V/C ratio ranges and corresponding LOS descriptions are included in Appendix A.

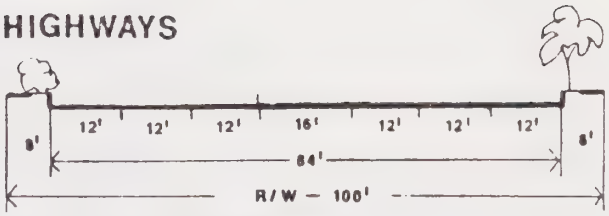
As shown in Table 1, five of the seven streets analyzed have overcapacity conditions at some portion of their roadway length within the City of Commerce. All of the overcapacity situations occur on four lane roadway sections except Washington Boulevard east and west of the I-5 freeway where six lanes exist.

All of the overcapacity four lane sections have a 76-84 foot roadway width, except Washington Boulevard between Atlantic Boulevard and the I-5 freeway which provides 70 feet. Six lanes can be striped within the existing curbs at all of these sections, which would provide adequate capacity,, however some or all of the on-street parking would be eliminated.

It should be noted, that due to assumptions inherent in the daily volume

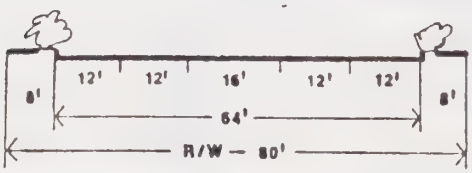
ARTERIAL HIGHWAYS

SIX-LANE DIVIDED WITHOUT PARKING
(OPTIONAL ——— CURB PARKING)

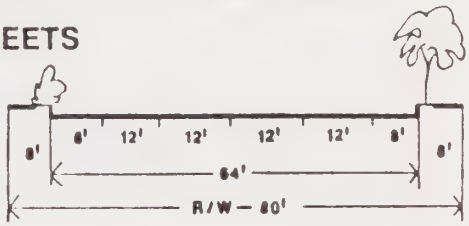


SIX-LANE WITH MIDBLOCK
LEFT TURN CHANNELIZATION
(OPTIONAL ——— CURB PARKING)

SECONDARY STREETS

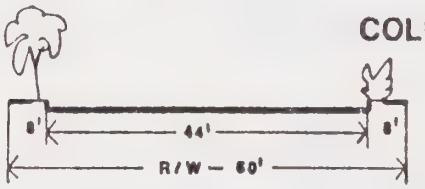


FOUR-LANE WITH MIDBLOCK
LEFT TURN CHANNELIZATION

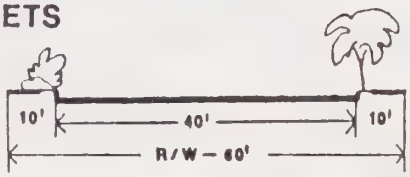


FOUR-LANE WITH PARKING

COLLECTOR STREETS



TWO-LANE WITH PARKING FOR
INDUSTRIAL AND COMMERCIAL AREAS



TWO-LANE WITH PARKING
FOR RESIDENTIAL AREAS

General Plan
COMMERCE

Figure 2
Existing Roadway Standards

Table 1 continued

	Design	Existing Volume (24 Hour)	Existing Capacity (ADT)	Volume to Capacity Ratio (V/C)	LOS[1]
Slauson Ave.					
btwn. Long Beach Fwy. and Eastern Ave.	4&6-lane	23,300	24,000 36,000	.97 .65	E-B
btwn. Eastern Ave. and Garfield Ave.	4&6-lane	23,800	24,000 36,000	.99- .66	E-B
btwn. Garfield Ave. and Gage Ave.	4&6-lane	26,800	24,000 36,000	1.12- .74	F-C
Telegraph Rd.					
btwn. Long Beach Fwy. and Eastern Ave.	4-lane	15,000	24,000	.62	B
btwn. Eastern Ave. and Tubeway Ave.	4-lane	11,600	24,000	.48	A
btwn. Tubeway Ave. and Washington Blvd.	4-lane	27,000	24,000	1.13	F
btwn. Washington Blvd. and Garfield Ave.	4-lane	13,600	24,000	.57	A
Washington Blvd.					
west of Long Beach Fwy.	4-lane	23,800	24,000	.99	E
btwn Long Beach Fwy. and Atlantic Blvd.	4-lane	18,900	24,000	.79	C
btwn Atlantic Blvd. and Commerce Way	4-lane	23,000	24,000	.96	E
btwn. Commerce Way and Santa Ana Fwy.	4&6-lane	33,600	24,000- 36,000	1.38- .93	F-E
btwn. Santa Ana Fwy. and Garfield Ave.	6-lane	34,000	36,000	.94	E

(1) LOS = Level of Service

analysis, the conclusions are only general guidelines of roadway operations, and therefore, should not be the sole justification for implementing improvements. An over capacity situation indicates further studies are warranted.

Two specific locations have been identified by City Staff as problem areas, the Atlantic/Telegraph "mixmaster" intersection, and the Garfield-Telegraph/Simmons Bridge undercrossing. At these locations long queues and undesirable delays currently exist.

Truck Traffic

A particular concern is the high volume of truck traffic which serves to slow traffic, generate noise and increase wear and tear on the City's streets. It is estimated that trucks comprise 20 to 30 percent of all local traffic. Truck traffic aggrevates congestions at the Atlantic Boulevard/Interstate 5 interchange and at the Washington Boulevard/ Interstate 5 interchange among other areas.

Parking

Older industrial and commercial developments and residential neighborhoods provide inadequate parking facilities. Extensive on-street parking is a problem along Washington Boulevard, Eastern Avenue, Sheila Street and in all residential neighborhoods.

Transit and Rapid Transit

The City operates its own bus system within the incorporated limited of the City. In addition, Commerce is served by the Southern California Rapid Transit District (RTD) which connects the City with the surrounding region. A light rail line is proposed to pass through Commerce within the Interstate 710 right-of-way.

Where? I did not know

The City of Commerce currently operates five passenger buses and three excursion buses. The passenger buses operate seven days a week and are free of charge. The City operated bus system connects with the Montebello Municipal Bus lines and the RTD routes. In addition, the Commerce Transportation Department also operates "Medi-Ride", which provides elderly and handicapped residents with transportation to medical appointments or other destinations. The current routes of the two bus systems operating within the incorporated boundaries of the City are depicted in Figure 3.

The RTD has several bus routes which pass through Commerce. Buses on these lines are not only Commerce residents to surrounding cities and beyond, they also bring thousands of commuters into the City each work day. As Figure 3 shows, RTD lines service the major employment centers in Commerce.

Railway

The numerous rail lines traversing the City connect industry within the City to the regional rail network. Three mainline railroad routes traverse the City in an east-to-west fashion. The Union Pacific Railroad operated a mainline that connects the Union Pacific Railyard in the extreme northwestern portion of the City. The Atchison Topeka and Santa Fe Railroad (AT & SF) operates a mainline that generally parallels Bandini Boulevard through the City providing a connection to the AT&SF railyard in the eastern portion of Vernon. Finally, the Southern Pacific Railroad operates a mainline that parallels Randolph Street in the southernmost portion of the City. In addition, many of the individual parcels in the industrial portions of the City are served by railroad spurs, as shown on Figure 4.

Paratransit

Several major employers in the City operate vanpool and carpool programs. regionwide paratransit programs are sponsored by CalTrans. The City does not require major employers to establish transportation system management

Commerce Blue/Red Routes

Commerce Yellow/Green Route

RTD Bus Routes

North

0 3000

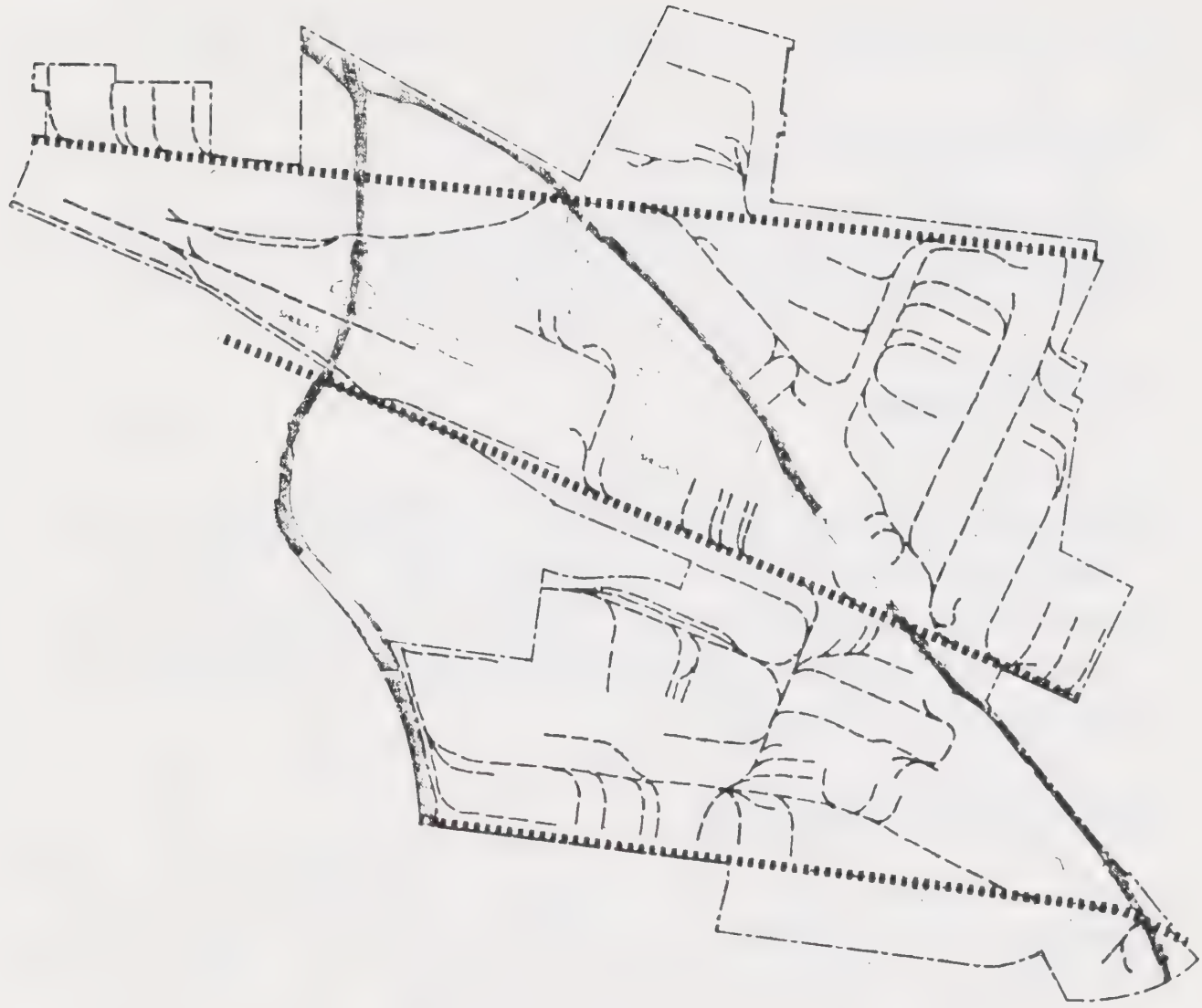
scale in feet

General Plan

COMMERCE

cba

Figure 3
Bus Routes



Main Railroad Right-of-Ways

Spurs

North

0 1000

scale in feet

General Plan

COMMERCE

Figure 4
Railway Lines

programs which could serve to reduce trips in and out of the City. No taxicab companies operate out of Commerce.

Bicycle Facilities

Commerce has not established bike routes or bike lanes.

Pedestrian Facilities

Sidewalks are provided along almost all public rights-of-way. Pedestrian links are provided between the residential neighborhoods and neighborhood parks.

Airports and Heliport

Five airports were once located within the incorporated boundaries of the City though all have long since been closed. • A single heliport facility is located within the City at the northeast corner of the intersection of Eastern Avenue and Mansfield Way. This privately-owned and operated facility provides regularly scheduled service between Los Angeles Airport and other points in the region.

Utility Transmission Facilities

Southern California Edison (SCE) maintains a 220 kilovolt electricity transmission line through the City. AN SCE substation is located at the northwest corner of Garfield Avenue and Gage Avenue.

Oil and Gas Pipelines

Several major oil companies own transmission lines in the City. Also, the Southern California Gas Company maintains a high pressure gas main through the City.

Cellular Telephone

Los Angeles Cellular Telephone Company's Headquarters and central switch-

ing facility is located at 6045 Slauson Avenue in Commerce. The facility includes a 150 foot Monopole Antenna tower, and is seismically braced and completely self-sufficient. In the event of a major catas- trophe, this facility could well provide the only reliable means of communication throughout Commerce and the area.

PROPOSED LAND USE

A proposed land use plan was obtained from Cotton/Beland/Associates which illustrated redevelopment in several areas of the City of Commerce. The specific land use plan can be referenced in the Land Use Element of the General Plan. Most of the redevelopment involved existing industrial changing to industrial park, office park, or residential land uses.

Trip Generation

Table 2 presents the daily trip generation rates used to estimate the trip generation potential of the proposed land use plan. The trip generation for the existing land use was replaced by the trip generation of the proposed redevelopment project. A net addition of 44,700 daily trips is generated by the proposed project. The majority of these trips (14,600 and 27,800) are generated by two redevelopment areas, the southeast corner of the City between the Southern Pacific Railroad trucks and Gage Avenue, and the area north of Telegraph Road between Washington Boulevard and Horner Avenue, respectively.

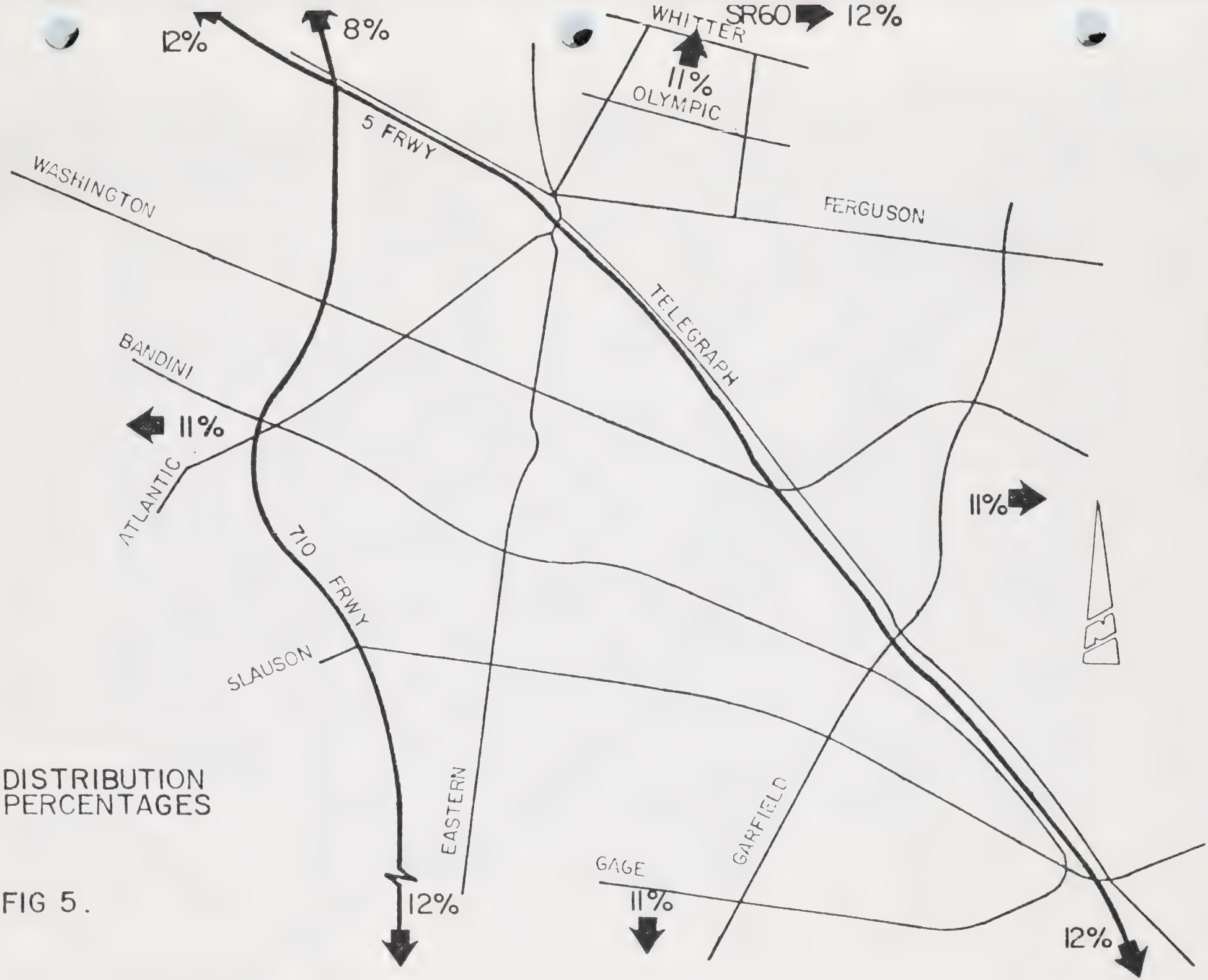
Trip Distribution

A distribution pattern was developed based on the existing street system, freeway proximity, interchange location, surrounding attractors, and land use type. For each of the proposed project areas the trip generation determined, above, was assigned to surrounding street and freeway system based on the distribution. Figure 5 reflects the distribution percentages utilized. Figure 6 shows the net trips added to the various roadways throughout the City of Commerce.

Table 2

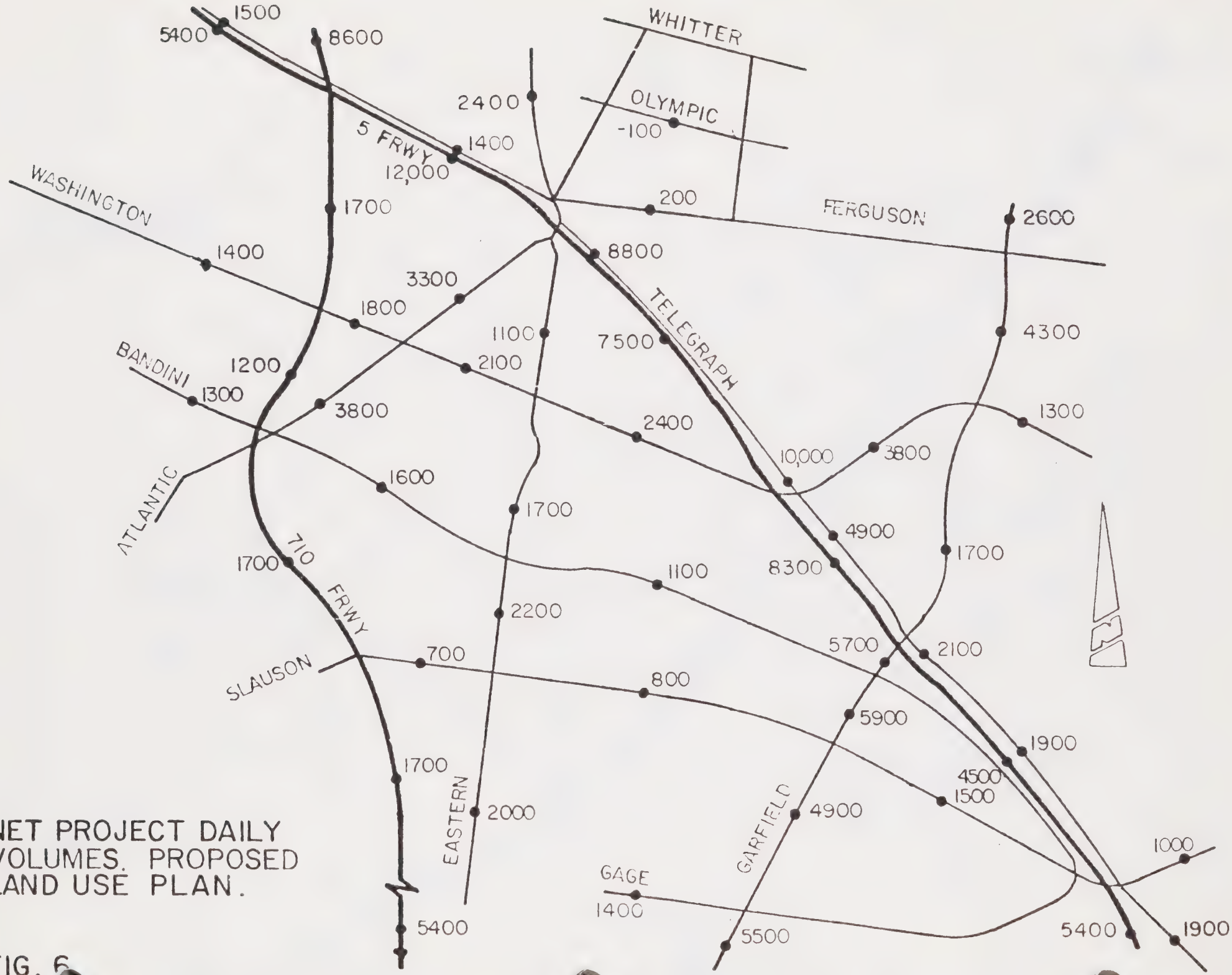
TRIP GENERATION RATES

LAND USE	DESCRIPTOR	DAILY TRIP ENDS PER DESCRIPTOR
Industrial	Acre	80
Industrial Park	Acre	160
Office Park	Acre	280
Residential		
- Low Density	Dwelling Unit	11
- Medium Density	Dwelling Unit	7.5
- High Density	Dwelling Unit	7.5
Commercial	Acre	400



DISTRIBUTION PERCENTAGES

FIG 5.



NET PROJECT DAILY VOLUMES. PROPOSED LAND USE PLAN.

FIG. 6

Analysis

The estimated trip generation displayed on Figure 6 were added to the existing traffic counts so the traffic impacts could be determined. Table 3 shows the V/C and LOS values under both the existing street system and with mitigation measures.

If the existing conditions in Table 1 are compared to Table 3, it can be seen that proposed land use plan will impact many of the roadway sections one LOS, but in generally the roadway "sections that currently operate at acceptable levels will continue to operate at acceptable levels.

As described earlier in the Existing Analysis, the existing four lane roadways can in most cases be restriped within the existing curb width to provide six lanes. The effect of providing six lanes on certain roadway is also shown in Table 3. It should be noted again that the determination of a roadway as overcapacity based on the daily traffic volumes, indicates further studies are needed rather than justification for improvements. Many factors need to be considered such as the loss of parking, cost of the improvements, severity of the problem, and benefits of the mitigation.

The Director of Public Works was contacted to identify any particular concerns or new roadway projects. Two proposed improvement projects, the Atlantic Overcrossing and the Simons Bridge, were discussed. The Atlantic Overcrossing project has been submitted to the State of California in an effort to obtain necessary funding. The project would serve to greatly improve the "mixmaster" intersection by grade separating Atlantic Boulevard from the other adjoining roadways. This is a high priority improvement project.

The Simmons Bridge project also will serve to relieve existing traffic congestion. A widening of the bridge will also facilitate realignment and additional capacity on Telegraph Road. This project also carries a high priority and become even more necessary under the proposed land use plan.

Table 3

PROPOSED LAND USE

ROADWAY SECTION ANALYSIS

	PROPOSED LAND USE VOLUME (24-Hour)	EXISTING CAPAICTY (ADT)	EXISTING CAPACITY VOLUME TO CAPACITY RATIO (V/C)	EXISTING CAPACITY LEVEL OF SERVICE (LOS)	POTENTIAL CAPACITY (ADT)	POTENTIAL CAPACITY VOLUME TO CAPACITY RATIO (V/C)	POTENTIAL CAPACITY LEVEL OF SERVICE (LOS)
Atlantic Blvd.							
btwn. Long Beach Fwy. and Washington Blvd.	27,800	24,000	1.16	F	36,000	0.77	C
btwn. Washington Blvd. and Eastern Ave.	26,300	24,000	1.10	F	36,000	0.73	C
Eastern Ave.							
btwn. Randolph St. and Slauson Ave.	20,400	24,000- 36,000	0.85 0.57	D-A			
btwn. Slauson Ave. and Commerce Way	16,000	24,000	0.67	B			
btwn. Commerce Way and Santa Ana Fwy.	14,100	24,000- 36,000	0.59 0.39	A-A			
Garfield Ave.							
btwn. Gage Ave. and Slauson Ave.	23,900	24,000	1.00	E	36,000	0.66	B
btwn. Slauson Ave. and Bandini Blvd.	27,900	24,000	1.16	F	36,000	0.78	C
btwn. Bandini Blvd. and Telegraph Rd.	37,700	24,000	1.57	F	36,000	1.05	F
btwn. Telegraph Rd. and Elm St.	24,700	24,000	1.03	F	36,000	0.69	B
btwn. Elm St. and Washington Blvd.	20,700	24,000	0.86	D	36,000	0.58	A
btwn. Washington Blvd. and Ferguson Rd.	26,300	24,000	1.10	F	36,000	0.73	C
Olympic Blvd.							
btwn. Goodrich Blvd. and Simmons Ave.	18,300	24,000	0.76	B			
Slauson Ave.							
btwn. Long Beach Fwy. and Eastern Ave.	24,000	24,000- 36,000	1.00 0.67	E-B	36,000	0.67	C
btwn. Eastern Ave. and Garfield Ave.	24,600	24,000- 36,000	1.03 0.68	F-B	36,000	0.68	C
btwn. Garfield Ave. and Gage Ave.	28,300	24,000- 36,000	1.18 0.79	F-C	36,000	0.79	C

Table 3 (Continued)

PROPOSED LAND USE

ROADWAY SECTION ANALYSIS

	PROPOSED LAND USE VOLUME (24-Hour)	EXISTING CAPACITY (ADT)	VOLUME TO CAPACITY RATIO (V/C)	LEVEL OF SERVICE (LOS)	POTENTIAL CAPACITY (ADT)	VOLUME TO CAPACITY RATIO (V/C)	LEVEL OF SERVICE (LOS)
Telegraph Rd.							
btwn. Long Beach Fwy. and Eastern Ave.	16,400	24,000	0.68	B			
btwn. Eastern Ave. and Tubeway Ave.	20,400	24,000	0.85	D			
btwn. Tubeway Ave. and Washington Blvd.	37,000	24,000	1.54	F	36,000	1.03	F
btwn. Washington Blvd. and Garfield Ave.	17,800	24,000	0.74	C			
Washington Blvd.							
west of Long Beach Fwy.	24,900	24,000	1.04	F	36,000	0.69	B
btwn. Long Beach Fwy. and Atlantic Blvd.	20,000	24,000	0.83	D	36,000	0.56	A
btwn. Atlantic Blvd. and Commerce Way	24,800	24,000	1.03	F	36,000	0.69	B
btwn. Commerce Way and Santa Ana Fwy.	35,800	24,000- 36,000	1.49 0.99	F-E	36,000	0.99	E
btwn. Santa Ana Fwy. and Garfield Ave.	37,600	36,000	1.04	F			

CONCLUSIONS

We have reviewed the Cotton/Beland/Associates existing conditions analysis and have prepared an analysis based on the proposed land use plan. Appendix B contains goals and policies prepared by Cotton/Beland/ Associates.

The principal findings and conclusions of this report are:

1. Under existing conditions five of the seven study streets are overcapacity at some sections within the City of Commerce.

2. Most of the overcapacity sections can be mitigated through restriping; however, further studies should be conducted prior to implementation.

3. A net addition of 44,700 daily trip ends, are expected to be generated by the proposed land use plan.

4. With the addition of the proposed land use plan, many of the roadways are expected to decrease one LOS: however, the majority of street sections that currently operate at acceptable levels of operation will continue to operate at aceptable levels under the proposed plan.

5. The majority of roadway sections can be mitigated through restriping; however, many factors must be considered including loss of parking, cost of improvements, severity of problem and benefit of the mitigation.

6. Funding is currently being sought for the Atlantic Overcrossing project. This project, if implemented, should greatly improve operations at the "mixmaster" intersection.

7. The Simmons Bridge project will serve to realign and increase capacity on Telegraph Road. This becomes more critical as the proposed land use plan is implemented.

* * * * * *

We trust that this analysis will be of assistance to you and the City of Commerce. Please contact us if you have any questions.

Respectfully submitted,

WESTON PRINGLE & ASSOCIATES

Weston S. Pringle, P.E.

WSP:bas
#860830

APPENDIX A

ROADWAY SECTION LOS DESCRIPTIONS

APPENDIX A

LEVEL OF SERVICE DESCRIPTIONS

ROADWAY SECTIONS

LEVEL OF SERVICE		NOMINAL RANGE OF VOLUME TO CAPACITY RATIO
A	Low Volumes; primarily free flow operations. Density is low and vehicle can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00-0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.	0.61-0.70
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signed coordination or longer queues cause delays.	0.71-0.80
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.	0.81-0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of the delays.	0.91-1.00
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.	Not meaningful

SOURCE: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985.

Appendix C

Commerce General Plan - Commhwy1

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Atlantic Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30 meters)	200 (61 meters)	400 (122 meters)	800 (244 meters)	1600 (488 meters)
EXISTING- I-710 to Wash. Blvd.									
Autos	16800	1519	65.4	65.3	62.3	59.3	56.3	53.3	50.3
Med Trucks	3600	326	70.1	70.1	67.0	64.0	61.0	58.0	55.0
Hvy Trucks	3600	326	75.9	75.9	72.9	69.9	66.8	63.8	60.8
TOTAL	24000	2170	77.2	77.2	74.2	71.2	68.1	65.1	62.1
FUTURE WITH PROJECT									
Autos	19460	1760	66.0	65.9	62.9	59.9	56.9	53.9	50.9
Med Trucks	4170	377	70.8	70.7	67.7	64.7	61.7	58.7	55.6
Hvy Trucks	4170	377	76.6	76.5	73.5	70.5	67.5	64.5	61.5
TOTAL	27800	2514	77.9	77.8	74.8	71.8	68.8	65.8	62.8
CHANGE FROM NO PROJECT									
Autos	2660	241	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	570	52	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	570	52	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	3800	344	0.6	0.6	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

COMMERCE GENERAL PLAN -Commhwy2

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Atlantic Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- Wash. to Eastern									
Autos	16100	1456	65.2	65.1	62.1	59.1	56.1	53.1	50.1
Med Trucks	3450	312	69.9	69.9	66.9	63.9	60.8	57.8	54.8
Hvy Trucks	3450	312	75.8	75.7	72.7	69.7	66.7	63.7	60.6
TOTAL	23000	2080	77.1	77.0	74.0	71.0	68.0	65.0	61.9
FUTURE WITH PROJECT									
Autos	18410	1665	65.8	65.7	62.7	59.7	56.7	53.7	50.6
Med Trucks	3945	357	70.5	70.5	67.4	64.4	61.4	58.4	55.4
Hvy Trucks	3945	357	76.3	76.3	73.3	70.3	67.2	64.2	61.2
TOTAL	26300	2378	77.6	77.6	74.6	71.6	68.5	65.5	62.5
CHANGE FROM NO PROJECT									
Autos	2310	209	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	495	45	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	495	45	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	3300	298	0.6	0.6	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Commerce General Plan - Commhwy3

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Washington Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- West of I-710									
Autos	16660	1506	65.3	65.3	62.3	59.2	56.2	53.2	50.2
Med Trucks	3570	323	70.1	70.0	67.0	64.0	61.0	58.0	55.0
Hvy Trucks	3570	323	75.9	75.8	72.8	69.8	66.8	63.8	60.8
TOTAL	23800	2152	77.2	77.1	74.1	71.1	68.1	65.1	62.1
FUTURE WITH PROJECT									
Autos	17430	1576	65.5	65.5	62.5	59.4	56.4	53.4	50.4
Med Trucks	3735	338	70.3	70.2	67.2	64.2	61.2	58.2	55.2
Hvy Trucks	3735	338	76.1	76.0	73.0	70.0	67.0	64.0	61.0
TOTAL	24900	2251	77.4	77.3	74.3	71.3	68.3	65.3	62.3
CHANGE FROM NO PROJECT									
Autos	770	70	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Med Trucks	165	15	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	165	15	0.2	0.2	0.2	0.2	0.2	0.2	0.2
TOTAL	1100	99	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Commerce General Plan - Commhwy4

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Washington Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- I-710 to Atlantic									
Autos	13230	1196	64.3	64.3	61.3	58.2	55.2	52.2	49.2
Med Trucks	2835	256	69.1	69.0	66.0	63.0	60.0	57.0	54.0
Hvy Trucks	2835	256	74.9	74.8	71.8	68.8	65.8	62.8	59.8
TOTAL	18900	1709	76.2	76.1	73.1	70.1	67.1	64.1	61.1
FUTURE WITH PROJECT									
Autos	14000	1266	64.6	64.5	61.5	58.5	55.5	52.5	49.5
Med Trucks	3000	271	69.3	69.3	66.3	63.2	60.2	57.2	54.2
Hvy Trucks	3000	271	75.2	75.1	72.1	69.1	66.1	63.0	60.0
TOTAL	20000	1808	76.5	76.4	73.4	70.4	67.4	64.3	61.3
CHANGE FROM NO PROJECT									
Autos	770	70	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Med Trucks	165	15	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	165	15	0.2	0.2	0.2	0.2	0.2	0.2	0.2
TOTAL	1100	99	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Commerce General Plan - Commhwy5

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Washington Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- Atlantic to Commerce Way									
Autos	16100	1456	65.2	65.1	62.1	59.1	56.1	53.1	50.1
Med Trucks	3450	312	69.9	69.9	66.9	63.9	60.8	57.8	54.8
Hvy Trucks	3450	312	75.8	75.7	72.7	69.7	66.7	63.7	60.6
TOTAL	23000	2080	77.1	77.0	74.0	71.0	68.0	65.0	61.9
FUTURE WITH PROJECT									
Autos	17360	1570	65.5	65.4	62.4	59.4	56.4	53.4	50.4
Med Trucks	3720	336	70.3	70.2	67.2	64.2	61.2	58.2	55.2
Hvy Trucks	3720	336	76.1	76.0	73.0	70.0	67.0	64.0	61.0
TOTAL	24800	2242	77.4	77.3	74.3	71.3	68.3	65.3	62.3
CHANGE FROM NO PROJECT									
Autos	1260	114	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	270	24	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	270	24	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	1800	163	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Commerce General Plan - Commhwy6

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Washington Blvd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- Commerce Way to I-5									
Autos	23520	2127	66.8	66.8	63.8	60.7	57.7	54.7	51.7
Med Trucks	5040	456	71.6	71.5	68.5	65.5	62.5	59.5	56.5
Hvy Trucks	5040	456	77.4	77.3	74.3	71.3	68.3	65.3	62.3
TOTAL	33600	3038	78.7	78.6	75.6	72.6	69.6	66.6	63.6
FUTURE WITH PROJECT									
Autos	25060	2266	67.1	67.0	64.0	61.0	58.0	55.0	52.0
Med Trucks	5370	486	71.9	71.8	68.8	65.8	62.8	59.8	56.7
Hvy Trucks	5370	486	77.7	77.6	74.6	71.6	68.6	65.6	62.6
TOTAL	35800	3237	79.0	78.9	75.9	72.9	69.9	66.9	63.9
CHANGE FROM NO PROJECT									
Autos	1540	139	0.3	0.3	0.3	0.3	0.3	0.3	[illegible]
Med Trucks	330	30	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	330	30	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	2200	199	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Commerce General Plan - Commhwy7

TRAFFIC NOISE IMPACT

Location: Commerce General Plan Eastern Avenue

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters)	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	100 (30)	200 (61)	400 (122)	800 (244)	1600 (488)
EXISTING- Randolph to Slauson									
Autos	12880	1165	64.2	64.1	61.1	58.1	55.1	52.1	49.1
Med Trucks	2760	250	69.0	68.9	65.9	62.9	59.9	56.9	53.9
Hvy Trucks	2760	250	74.8	74.7	71.7	68.7	65.7	62.7	59.7
TOTAL	18400	1664	76.1	76.0	73.0	70.0	67.0	64.0	61.0
FUTURE WITH PROJECT									
Autos	14280	1291	64.7	64.6	61.6	58.6	55.6	52.6	49.5
Med Trucks	3060	277	69.4	69.4	66.3	63.3	60.3	57.3	54.3
Hvy Trucks	3060	277	75.2	75.2	72.2	69.2	66.1	63.1	60.1
TOTAL	20400	1845	76.5	76.5	73.5	70.5	67.4	64.4	61.4
CHANGE FROM NO PROJECT									
Autos	1400	127	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Med Trucks	300	27	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Hvy Trucks	300	27	0.4	0.4	0.4	0.4	0.4	0.4	0.4
TOTAL	2000	181	0.4	0.4	0.4	0.4	0.4	0.4	0.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:
87.0% Day
0.0% Evening
13.0% Night
100.0%

Fleet Mix:
70.0% Autos
15.0% Medium Trucks
15.0% Heavy Trucks
100.0%

Site parameter: 0.0 (0=hard, 1=soft)

Lane separation: 0.0 ft = 0.0 meters

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Appendix C: Responses to Notice of Preparation

The following eight agencies responded to the City's Notice of Preparation:

- State Public Utilities Commission;
- Southern California Association of Governments;
- Los Angeles Unified School District;
- City of Bell Gardens;
- City of Bell'
- California Department of Transportation;
- Los Angeles County Sanitation District; and
- City of Downey

The EIR responds to all of the issues raised in these agencies' letters.

STATE OF CALIFORNIA—OFFICE OF THE GOVERNOR

GEORGE DEUKMEJIAN, Governor

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

DATE: March 13, 1987

TO: Reviewing Agencies

RE: The City of Commerce' NOP for
City of Commerce General Plan Update
SCH# 87031115

Attached for your comment is the City of Commerce' Notice of Preparation of a draft Environmental Impact Report (EIR) for the City of Commerce General Plan Update Project.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Robert Zarrilli
City of Commerce
2535 Commerce Way
Commerce, CA 90040

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Glenn Stober at 916/445-0613.

Sincerely,

John Ohanian

John B. Ohanian
Chief Deputy Director

Attachments

cc: Robert Zarrilli

DISTRIBUTION LIST FOR SCH # 87031115

S - Sent by Lead Agency

(X) Anne Geraghty
Air Resources Board
1131 S Street
Sacramento, CA 95814
916/322-6161

( ) Barbara Kierbow
Dept. of Boating & Waterways
1629 S Street
Sacramento, CA 95814
916/322-4164

( ) Gary L. Holloway
California Coastal Commission
631 Howard Street, 4th Floor
San Francisco, CA 94105
415/543-8555

( ) Sharron Taylor
California Energy Commission
1516 Ninth Street, Rm. 200
Sacramento, CA 95814
916/324-3231

( ) Sandy Hesnard
Caltrans - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001
916/324-0761

( ) Ron Helgeson
Caltrans - Planning
P.O. Box 942874
Sacramento, CA 94274-0001
916/445-5570

(X) Dennis O'Bryant
Dept. of Conservation
1416 Ninth Street, Room 1328-2
Sacramento, CA 95814
916/322-5873

( ) Div. of Mines and Geology

( ) Div. of Oil and Gas

( ) Land Resources Protect. Unit

( ) Vashek Servinka
Dept. of Food and Agriculture
1220 N Street, Room 104
Sacramento, CA 95814
916/322-5227

( ) Douglas Wickizer
Dept. of Forestry
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/322-0128

( ) James Hargrove
Dept. of General Services
1125 Tenth Street
Sacramento, CA 95814
916/324-0209

(X) Kenneth Kizer
Dept. of Health
714 P Street, Room 1253
Sacramento, CA 95814
916/445-1248

X - Sent by Clearinghouse

( ) Sgt. Ted Bowes
California Highway Patrol
Long Range Planning Section
Planning and Analysis Division
P.O. Box 898
Sacramento, CA 95804
916/445-1981

( ) William A. Johnson
Native American Heritage Comm.
915 Capitol Mall, Room 288
Sacramento, CA 95814
916/322-7791

( ) Hans Kreutzberg
Office of Historic
Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/322-9621

(X) James M. Doyle
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/324-5421

(X) Mike Burke
Public Utilities Commission
926 J Street, Suite 1400
Sacramento, CA 95814
916/322-7316

( ) William P. Vaughn, Jr.
Public Works Board
1025 P Street, 4th Floor
Sacramento, CA 95814
916/445-5332

( ) Mel Schwartz
Reclamation Board
1416 Ninth Street Room 204-8
Sacramento, CA 95814
916/445-2458

( ) Norris Milliken
S.F. Bay Conservation & Dev't. Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686

(X) Eric Maher
Calif. Waste Management Board
1020 Ninth Street, Room 300
Sacramento, CA 95814
916/322-2674

( ) Ted Fukushima
State Lands Commission
1807 - 13th Street
Sacramento, CA 95814
916/322-7313

(X) Nadell Gayou
Dept. of Water Resources
1416 Ninth Street
Sacramento, CA 95814
916/445-7416

( ) Reed Holderman
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
415/464-1015

F 7031115

Department of Transportation
District Contacts

Jerry Haynes
Department of Transportation
District 1
1656 Union Street
Eureka, CA 95501
707/445-6320

Michelle Gallagher
Department of Transportation
District 2
1657 Riverside Drive
Redding, CA 96001
916/246-3259

Brian J. Smith
Department of Transportation
District 3
703 B Street
Marysville, CA 95901

Ed Boyle
Department of Transportation
District 4
P.O. Box 7310
San Francisco, CA 94120
415/557-3405

Jerry Laumer
Department of Transportation
District 5
P.O. Box 8114
San Luis Obispo, CA 93403-8114
805/549-3161

Nathan Smith
Department of Transportation
District 6
P.O. Box 12616
Fresno, CA 93778
209/488-4088

Wayne Ballentine
Department of Transportation
District 7
120 Spring Street
Los Angeles, CA 90012
213/620-5335

Guy Visbal
Department of Transportation
District 8
247 West Third Street
San Bernardino, CA 92403
714/383-4557

Tom Dayak
Department of Transportation
District 9
500 South Main Street
Bishop, CA 94514
714/873-2290

Terry L. Barrie
Department of Transportation
District 10
P.O. Box 2048
Stockton, CA 95201
209/948-7112

Jim Cheshire
Department of Transportation
District 11
2829 Juan Street
San Diego, CA 92138
714/237-6735

Fish and Game - Regional Offices

A. Naylor, Regional Manager
Department of Fish and Game
601 Locust
Redding, CA 96001
916/225-2300

Jim Messersmith, Regional Manager
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/355-0922

B. Hunter, Regional Manager
Department of Fish and Game
7329 Silverado Trail
Napa, CA 94558
707/944-2011

G. Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93726
209/222-3761

Fred A. Worthley Jr., Reg. Manager
Department of Fish and Game
245 West Broadway
Long Beach, CA 90802
213/590-5113

Rolf E. Mall
Marine Resources Region
245 West Broadway
Long Beach, CA 90802
213/590-5155

State Water Resources Control Board

Joan Jurancich
State Water Resources Control Board
Division of Clean Water Grants
P.O. Box 100
Sacramento, CA 95801
916/322-3413

Ed Anton
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/445-9552

Jerry Johns
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95810
916/322-9870

Al Yang
State Water Resouces Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-5716

Regional Water Quality Control Board

Region # 4 City Los Angeles

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102

APR 21 1987

COTTON/BELAND

APR 16 1987

COM. DEV.

Tack S. Joe
557-9884

APR 16 1987

COM. DEV.

April 10, 1987

183-19/EIR

Robert Zarrilli
City of Commerce
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Zarrilli:

This is in response to your N.O.P. of a draft Environmental Impact Report for the City of Commerce General Plan Update, SCH #87031115.

Our concern will be that any E.I.R. prepared address the impacts related or associated with the railroad operations and crossings in the area. Review should be made of all railroad-highway crossings to determine necessity and convenience. All those not required should be eliminated and closed. Those remaining should be reviewed for possible separation of grade (if not already grade separated) and/or improvement of warning devices. Any traffic analysis should include traffic volumes, congestion, and delays at crossings. Adequate circulation patterns should be provided in the event of an emergency due to a hazardous material spill or train derailment. Land use should be such that development will be compatible with existing railroad lines in the area. Mitigation measures should then be provided for all those impacts found significant.

Upon receipt of the draft G.P. Update, the staff will determine if further comments are necessary.

Very truly yours,

Donald R. Chew

DONALD R. CHEW, SUPERVISOR
Transportation Projects Section
Railroad Operations & Safety Branch
Transportation Division

cc: Glenn Stober
Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

SCAG
SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

DATE: April 6, 1987

TO: Mr. Robert Zarrilli, Senior Planner
City of Commerce
2535 Commerce Way
Commerce, California 90040

FROM: Metropolitan Clearinghouse

SUBJECT: CITY OF COMMERCE GENERAL PLAN UPDATE
SCAG FILE NO. LA-50194-NP

Thank you for submitting the Notice to Prepare the environmental document for the referenced project for SCAG review. SCAG staff does not have comments at this time, but looks forward to reviewing the environmental document when available.

Sincerely,

Wendy A. Murphy
Clearinghouse Official
WENDY A. MURPHY

WAM:ms

Los Angeles Unified School District

BUILDING SERVICES DIVISION

HARRY HANDLER
Superintendent of Schools

BYRON L. KIMBALL
Director

MEL ROSS
Deputy Director

ROBERT J. NICCUM
Director of Real Estate

April 6, 1987

Robert Zarrilli, Senior Planner
Community Development Department
City of Commerce
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Zarrilli:

Re: General Plan Update
City of Commerce
Preparation of Draft Environmental
Impact Report

Thank you for giving the District the opportunity to provide input into the draft EIR being prepared for the above-referenced project.

The District requests that for any of the proposed actions which might increase school-age population, the EIR address the impact on local schools.

If you have questions, please contact Joan Friedman of my staff at (213) 742-7581.

Very truly yours,

Robert J. Niccum

Robert J. Niccum
Director of Real Estate

RJN:dd

cc: Jim Whithorne

BUSINESS SERVICES CENTER: 1425 South San Pedro St., Los Angeles, CA. • MAILING ADDRESS • Box 2298, Room 101, Los Angeles, CA 90051 • Phone (213) 742-7581

CITY OF BELL GARDENS

7100 GARFIELD AVE., BELL GARDENS, CA 90201-3293
(213) 927-8301

'87 MAR 31 PM 12:04

March 27, 1987

Mr. Robert Zarilli
Senior Planner
Community Development Department
2535 Commerce Way
Commerce, CA 90040

Dear Bob:

Subject: Notice of Preparation/General Plan Update

Thank you for the opportunity to comment on the above. When available, in the EIR, we would appreciate a chance to review and comment on the traffic, noise and land use impacts.

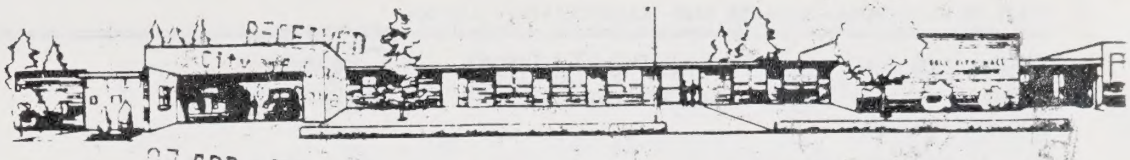
As always we look forward to cooperating in your city's efforts. Call me anytime if you need anything.

Sincerely,

Richard Kawasaki
City Planner

RK:cb

CITY OF BELL



6330 PINE AVENUE, BELL, CALIFORNIA 90201-1291 • Telephone (213) 588-6211

April 2, 1987

Mr. Robert Zarrili
City of Commerce
Community Development Department
2535 Commerce Way
Commerce, CA. 90040

Re: Notice of Preparation (March 6, 1987)
City of Commerce General Plan Update

Dear Mr. Zarrilli:

The City of Bell has received the Notice of Preparation for the above referenced project. We would like to see certain issues and potential projects related to the Circulation Element addressed in the Environmental Impact Report.

The City of Bell recently adopted an updated General Plan which includes a policy indicating our interest in the installation of an off-ramp at Slauson Avenue and the 710 Freeway.

We hope that your support of this circulation improvement will be addressed as a policy or program in your General Plan, and that its construction will be given priority as a project for funding and implementation.

Sincerely,

David D. Meyer
Director of Community Development

DDM:RC:ak

cc: file

q&a genplan
p. 3

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, P.O. BOX 2304, LOS ANGELES 90051
TDD (213) 620-3550

(213) 620-5335

March 20, 1987

IGR/CEQA
Commerce
General Plan
SCH# 87031115

Mr. Robert Zarrilli
City of Commerce
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Zarrilli:

Caltrans has reviewed the NOP for the above referenced project and has the following comments.

We are primarily concerned with the effects that this project may have on our facilities, Routes 710, 60, 5 and their interchanges.

The environmental document should include a detailed traffic study which examines existing and future average daily traffic volumes (ADT), traffic generation (including peak hour), traffic distribution, ICU analysis, and current and projected capacities of all affected highway and freeway routes. The cumulative impacts of this and other projects planned for the area should also be addressed.

Coordination steps taken to ensure the implementation of proposed mitigation should be documented in the environmental document.

If we can be of further assistance, please contact Cathy Wright of my staff on (213) 620-4528. We look forward to reviewing the Draft Environmental Impact Report and the General Plan.

Very truly yours,

W B Ballantine

W. B. BALLANTINE, Chief
Environmental Planning Branch

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California
Mailing Address: / P. O. Box 4998, Whittier, California 90607
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

March 25, 1987

File No: 1-00.04-00/87

Mr. Robert Zarrilli, Senior Planner
City of Commerce
Community Development Department
2535 Commerce Way
Commerce, CA 90040

Dear Mr. Zarrilli:

City of Commerce General Plan Update

The County Sanitation Districts received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on March 10, 1987. We offer the following comments:

1. All District facilities impacted by the General Plan either have adequate capacity to handle the expected flow, or will be expanded in the future to meet the community's needs.

2. The wastewater will be treated at the Joint Water Pollution Control Plant in Carson.

3. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 359.

Very truly yours,

Charles W. Carry

Gary J. Brooks

Gary J. Brooks
Project Engineer
Financial Planning &
Property Management Section

GJB:emd

City of Downey

FUTURE UNLIMITED

March 18, 1987

City of Commerce
Community Development Department
2535 Commerce Way
Commerce, CA 90040

Attention: Robert Zarrili, Senior Planner

Dear Mr. Zarrilli:

I have reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of Commerce General Plan Update and have the following comments:

Housing: The policy of maintaining an imbalance between housing and employment in the City of Commerce may impact surrounding communities such as the City of Downey by creating an increased demand for housing in these communities. Correspondingly, the policy of maintaining low density residential neighborhoods will make the provision of the fair share of affordable housing in the City of Commerce more difficult to attain.

Transportation and Circulation: The proposed increase in retail commercial development may impact surrounding transportation facilities, specifically the Santa Ana (I-5), Pomona (60) and Long Beach (I-710) Freeways, by attracting customers and employees from other cities. Cumulative traffic impacts on the regional level should be addressed and mitigated.

I appreciate the opportunity to comment. If I can be of any further assistance please call me at 869-7331, extension 224.

Sincerely,

Maxine R. Woerner

Maxine R. Woerner
Associate Planner

MRW:dr

11111 BROOKSHIRE AVENUE CALLER NO. 7016 DOWNEY, CALIFORNIA 90241-8016 (213) 869-7331